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Crown Colour
\$12.00
per piece of 30 yards.
ALSO VARIOUS QUALITIES
KHAKI
DRILL.
ALEX. ROSS & Co.,
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Hongkong Daily Press.

Fortify
yourself with
BOVRIL
IT MUST BE BOVRIL
BRITISH TO THE BACKBONE

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom

[409-1

No. 17,792. 號二十九百七千七萬一第 日八初月四年卯乙 HONGKONG, FRIDAY, MAY 21st, 1915. 五拜禮 號一十二月五年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

May 22nd.—The English mail (via Siberia),
per s.s. LEANOROW.
May 24th.—The American mail, per s.s.
SIBERIA.

TO DEPART.

May 22nd.—Europe via Siberia, at 4 p.m.,
per s.s. CHENAN.
May 23rd.—Europe via Siberia, at 3 p.m.,
per s.s. ANHUI.
May 26th.—Europe via Siberia, at noon,
per s.s. KOSHI.
May 28th.—Shanghai, North China and
Japan via Molt, Victoria, B.O.,
Seattle and United Kingdom
via Canada, at noon, per s.s.
KONA.
May 27th.—Europe via Siberia, at 3 p.m.,
per s.s. LEANOROW.
May 29th.—Saigon, Straits, Ceylon, Ad-
elaide, Western Australia, India,
Aden, Egypt and Europe via
Marseilles, at noon, per s.s.
AMAZON.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA
COAL, MUTABE, YOSHINOTANI,
NAMAZUTA, SAYO, SHINNEW
AND KAMİYAMADA Collieries.
AGENTS FOR
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HEAD OFFICE—MARUNOUCHI,
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KOFU, KARATSU, WAKAMATSU,
OTABU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSURUGA,
SHANGHAI, HONGKONG, HANKOW,
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Cable Address for above: "IWASAKI"
Cables: A.I., B.O., 5th Ed., Western Union.
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GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Peddar Street, Hongkong.
Hongkong, 24th April, 1914. [540]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
Every 15 minutes.
1.00 a.m. to 6.00 a.m. ... 10
6.00 " to 1.00 " ... 15
1.00 " to 1.45 " ... 15
1.45 " to 2.15 " ... 10
2.15 " to 2.45 " ... 15
2.45 " to 3.15 " ... 10
3.15 " to 3.45 " ... 15
3.45 " to 4.15 " ... 10
4.15 " to 4.45 " ... 15
4.45 " to 5.15 " ... 10
5.15 " to 5.45 " ... 15
5.45 " to 6.00 " ... 10
6.00 " to 8.10 " ... 10
NIGHT CARS.
1.50 p.m. and 9.00 p.m. 8.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
Every 15 minutes.
1.45 a.m. to 10.30 a.m. ... 10
10.30 " to 11.00 " ... 15
1.30 " to 12.00 noon ... 15
12.00 noon to 1.00 p.m. ... 10
1.00 p.m. to 5.00 " ... 15
5.00 " to 6.00 " ... 10
6.00 " to 7.00 " ... 15
7.00 " to 8.10 " ... 10
NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [457]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Docks No. 2. Docks No. 3.
Length on Keel Blocks ... 110 feet 350 feet 114 feet
Width of Entrance on bottom ... 77 " 53 " 85 " 34 "
Water on Blocks at Spring Tide ... 26 " 24 " 24 " 34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 718 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "WADADOCK" KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 460 feet. 580 feet.
Max. Breadth of Ship taken in ... 58 " 66 " 66 "
Max. Draft of Ship taken in ... 23 " 28 " 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 388 feet 0 inch.
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [97]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:

Completes with the best quality English Cokes or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.

Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Add: MAISHAN, HONGKONG.
TELEPHONE No. 1030.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tsingtau) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

SOUTH BOUND.

Connecting at Harbin via the Trans-Siberian Service to Peking.				Connecting at Harbin via the Trans-Siberian Service from Peking.			
1st Class Fare	2nd Class Fare	3rd Class Fare	Passenger	1st Class Fare	2nd Class Fare	3rd Class Fare	Passenger
Shanghai (S.M.R. Stop) 1.00 a.m.	Harbin 1.30 a.m.	Manchuria 2.00 a.m.	1.00 a.m.	Harbin 1.30 a.m.	Manchuria 2.00 a.m.	Shanghai (S.M.R. Stop) 1.00 a.m.	1.30 a.m.
Tientsin 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.	Tientsin 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.
Changchun 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.	Changchun 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.
Qiqihar 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.	Qiqihar 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.
Heilong 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.	Heilong 1.30 a.m.	1.00 a.m.	1.30 a.m.	1.00 a.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.30 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 25.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen. Port Arthur, Mukden, Changchun, and Houbairens (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL BLUE JOY CAR & EXPRESS TRAINS CO. Messrs. THOS. COOK & SONS; the NORDISCH EISENBAHN; the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANTEIKU."

Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[46]

ENTERTAINMENTS



INSPECTION OF OUR NEW MODELS
SOLICITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-5]

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OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE
APPLIANCES FOR THE PROMPT PRODUCTION OF
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AND

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OF EVERY DESCRIPTION

EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH
UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE
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MACHINE-RULING, GOLD-LETTERING, MARBLING, Etc.
EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

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AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY
OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

ORDER AT ONCE.

**THE
DIRECTORY
AND
CHRONICLE**

FOR CHINA, JAPAN, ETC.
FOR THE YEAR

1915.

INDISPENSABLE TO EVERY
BUSINESS MAN.

TO BE OBTAINED FROM THE
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy
owing to changes incidental to the War.

Hongkong, 16th March, 1915.

ON SALE.

ROUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, JULY to DECEMBER,
1914. With INDEX. Price \$1.50.
On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 22nd January, 1915.

NEW CARTRIDGES.

By popular English Manufacturers
in all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [560]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. [516]

ON SALE.

HONGKONG HANSARD REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 26th February, 1915.

RUBBER COMPANY
DIVIDENDS.

LINGOI PLANTATIONS.—Final dividend on
the Ordinary shares of 45 per cent.
(actual), less tax, in respect of the year
1914, making a total distribution of 75
per cent. for the year. Warrants
noted on May 20. A year ago the divi-
dend was 25 per cent. making 70 per cent.
for the year 1913.

AYER KUNING (S.M.S.) RUBBER COMPANY.
—The profit made during 1914 amount-
ed to \$4,534 (against \$1,521). The sum
brought forward was \$1,730, and after
writing off the preliminary expenses
\$1,424, there remains \$3,143. The di-
rectors recommend allocating to the re-
duction of the expenditure on the main-
tenance and development of the property
the sum of \$5,000, leaving a balance to be
carried forward of \$148.

HIGHLANDS AND LOWLANDS PARA RUBBER
COMPANY.—The profits for 1914 were
\$75,425 (against \$70,078), making with
the sum brought forward \$24,745. The
directors recommend a final dividend of
12 per cent. (less tax) (making a total
dividend of 24 per cent., less tax, for the
year 1914), against 25 per cent.; \$5,000 is
put to reserve (bringing the general re-
serve up to \$55,000), leaving to be carried
forward \$11,185.

UNITED SUMATRA RUBBER ESTATES, LTD.
—At the Sixth Annual Ordinary General
Meeting Mr. Philip Eustace Hervey, the
Chairman, stated that the issued capital
remained the same—namely, £110,000, of
which £100,000 ranked for dividend now,
the remaining £10,000 taking no share in
the profits until the end of the current
season 1915. The dividend recommended
arose out of the crops of 470,477 lb. rub-
ber and 2,933 piculs copra from coconuts;
and though their rubber had shared the
fortunes of the market and showed a re-
duced price of 2s. 1-3d. per lb.—11d.
per lb. below the average in their pre-
vious report for 15 months—and in addi-
tion they had had for part of the year to
provide war risk insurance and to pay
higher rates of freight, they maintained
nearly the same dividend as that for the
previous period—namely, 20 per cent.,
against 22 per cent. (Cheers.) That
they were able to do so depended partly
on the increasing crops, but particularly
on the reduced cost of production, which
was not less than 4d. per lb. below that
for the previous season, and stood at 1s.
1-3d. per lb., including just over 1d. per
lb. for depreciation. He fully expected
that the all-in cost for 1915 would fall to
1s. per lb., even allowing for the higher
charges alluded to. (Cheers.) The
directors also recommended that \$5,000
be added to reserve.

ANGLO-MALAY RUBBER.

The report of the Anglo-Malay Rubber
Company, Limited, states that the crop
harvested for the year amounted to
1,384,382 lbs., against an estimate of
1,400,000 lbs. and a yield in 1913 of
1,340,000 lbs. The crop was obtained from
an average acreage of approximately
3,132 acres. The average gross price
realized was 2s. 1-3d. per lb. (London
equivalent). The cost of production, free
on board at Port Swettenham, including
provision for income tax, less on ex-
change and insurance, was 10-4-11d. per lb.
against a corresponding figure 1913 of
1s. 0-3-11d. The all-in cost (London)
including war risk insurance of 0-2-11d. per
lb., amounts to 1s. 0-7-11d. per lb., against
1s. 1-10-11d. per lb. in 1913. During the
year 138 acres were planted with rubber.
Including \$22,502 appropriated from the
accounts now submitted, the amount of
capital expenditure written off out of
profits to date totals \$156,843, or 23s. 6d.
per cultivated acre. The company's pro-
fits stand in the books at \$150,000, or
\$33 15s. 2d. per cultivated acre, no allow-
ance being made for the uncultivated
land. The net profit for the year
amounts to \$76,930, to which must be
added the amount carried forward from
1913, \$28,504, making \$105,435. Deducting
from this the capital expenditure written
off, \$22,502, and interim dividends paid
as follows:—October, 1914, 6 per cent. (less
income tax), \$9,000; January, 1915, 6
per cent. (less income tax), \$9,000, there
remains a balance of \$24,932. Out of this
the directors propose to transfer to
income tax reserve account \$5,000, and
they recommend the payment of a final
dividend of 20 per cent. (less income tax),
making 32 per cent. for the year (less
income tax), \$30,000, leaving to be carried
forward \$29,542. The crop of rubber to
be harvested is estimated at 1,430,000 lbs.

BRITISH CHAMBER OF
COMMERCE FOR SHANGHAI.

The completion of arrangements for the
formation of a British Chamber of Com-
merce for Shanghai has been followed by
a number of firms signifying their will-
ingness to become members. The N.C.
Daily News understands that the list of
such firms up to the 15th inst. was as
follows:—

Barlow & Co.
Bradley & Co., Ltd.
Brand Bros. & Co.
Burkill, A. R., & Sons.
Butterfield & Swire, Ltd.
Chartered Bank of India, Australia
and China.
Dent, Alfred, & Co.
Dodwell & Co., Ltd.
Ezra, Edward, & Co.
Gibb, Livingston & Co.
Haworth, Richard & Co., Ltd.
Hewett & Co.
Holliday, Cecil & Co., Ltd.
Hongkong and Shanghai Banking
Corporation.
Hibert & Co., Ltd.
Jardine, Matheson & Co., Ltd.
Layard, Charles.
Liddell Bros. & Co., Ltd.
Little, William & Co.
Mackenzie & Co., Ltd.
Maitland & Co., Ltd.
Norbury, Natzie & Co., Ltd.
Peninsular & Oriental Steam Naviga-
tion Company.
Probst, Hanbury & Co., Ltd.
Reis & Co.
Ross, Alex., & Co.
Sassoon, David, & Co., Ltd.
Sassoon, E. D., & Co., Ltd.
Scott, Harding & Co.
Shewan, Tomes & Co.

THE NEEDS OF OUR ARMY.
OUTPUT OF MUNITIONS
INCREASED 20 FOLD.

2,500 FIRMS BUSY.

The Chancellor of the Exchequer,
speaking in the debate on the output of
munitions last month, lifted the curtain
on some of the secrets of the war. With
the authority of Lord Kitchener he made
the following new statements:—

The Committee of Imperial Defence has
always proceeded upon the assumption
that the Expeditionary Force would be
six divisions. After eight months of war
there are more than six times as many
men out there fully equipped and
supplied with adequate ammunition, and
every man who has fallen has been
replaced.

In the fortnight's battle around Neuve
Chapelle almost as much ammunition was
spent by our artillery as during the
whole of the Boer War.

Orders which have been placed involve
the employment of from 2,500 to 3,000
firms in the production of munitions.

Taking the figure 20 as representing
our output of artillery ammunition in
September, the output in the succeeding
months was:—

October	30
November	90
December	150
January	180
February	250
March	330

The production of high-explosives has
been placed on a footing which relieves
us of all anxiety and enables us also largely
to supply our Allies.

The Chancellor of the Exchequer dwelt
on the new importance given to high
explosive shells as against shrapnel by
the general adoption of siege methods.
From these new conditions sprang the
problem of producing munitions not only
on a much larger scale than ever before,
but of a different kind.

The Government realized the need at
the beginning of October, and a Com-
mittee of the Cabinet was appointed to
consider how it should be met. On the
advice of the large armament firms it was
decided to extend the system of sub-
contracting, the larger and more experi-
enced firms retaining the more delicate
work and exercising supervision over the
less experienced. In December, however,
it was discovered that contractors were
likely to be late in fulfilling their orders
owing to lack of labour. Efforts made
through the Labour Exchanges to trans-
fer men to armament works did not meet
with much success. Accordingly, in
March, the Defence of the Realm Bill was
introduced to enable the Government to
take over engineering works. "It was
the second best course."

SHANGHAI CLUBS AND
GERMAN MEMBERS.

IMPORTANT DECISIONS
REACHED.

NO GERMANS WANTED.

The N.C. Daily News of the 15th inst.
has the following:—

For months after the war began,
Britons in Shanghai, respecting the
international character of the Settlement
and jealous of its reputation for good
fellowship, endeavoured, as far as in
them lay, to prevent the war affecting
their social relations with Germans. It
was felt that, whatever Germany as a
nation might be doing, individual Ger-
mans resident in China should not in
their private capacity be associated with
or share the blame of, the acts of their
Government. Gradually these acts be-
came more and more monstrous. Rule
after rule of what is recognized as fair
in a straight fight, rule after rule of
ordinary human decency was broken.

Still Britons clung to the belief that
Germans who have lived and prospered
here, who have learnt something of
British regard for honesty and fairplay,
disapproved of the barbarities which
their countrymen, driven to desperation
by Prussian whips, were committing.
Then came the sinking of the *Lusitania*
and immediately after it the amazing
news that the German Emperor had, in
honour of the event, granted a half holi-
day to all schools under his rule. That
fact, combined with comments in the
German Press, seemed to show that it was
no longer possible to maintain the old
distinction between Germans military
and civilian, and when it became known
that Germans in Shanghai were rejoicing
over what is one of the blackest crimes
in history, it was felt that the effort to
retain the distinction must be given up.

SPONTANEOUS MOVEMENT.

Action has, accordingly, been taken at
the Race Club, the Shanghai Club and
the Country Club, all of which are pre-
dominantly British, the last being an
entirely British institution. There is a
well recognized rule that a Club's affairs
are private and not meant for discussion
or comment in newspapers. The circum-
stances, however, are altogether excep-
tional, and we are authorized to state exactly
what has transpired. At the Race Club
it has been decided that the Secretary
shall send the following letter to all mem-
bers of German nationality:—

"In view of the deep feeling of resent-
ment caused by recent events, I am
instructed by the Stewards of this Club
to ask you not to make use of the Grand
Stand, premises or compound of the Club
until further notice."

At the Shanghai Club yesterday at
noon the Committee passed the following
resolution:—

"That a letter be sent to each indi-
vidual member of German nationality stat-
ing that his presence is objectionable to
the large majority of the members and
asking him to refrain from entering the
Club premises."

At the Country Club yesterday evening
the following resolution was passed:—

"That a letter be sent to each indi-
vidual member of German nationality
asking him not to make use of the Club
during the present war."

WAR AND ILLEGITIMACY.

IN ONE BOROUGH 2,000 CASES.

Mr. Ronald McNeill, M.P., has address-
ed the following letter to the London
Morning Post:—

A social problem of the most pressing
urgency confronts the nation. It may not
yet be generally known, but a good many
people are aware of the fact, that all
over the country in districts where large
masses of troops have been quartered, a
great number of unmarried girls will
become mothers within a few weeks from
the present time. I have information
of one county borough, which is said not
to be exceptional, where there are more
than two thousand young women and
girls in this condition. The total number
of illegitimate children, shortly to be
born is very many thousands, not a few
of the prospective mothers being little
more than children themselves.

A GREAT PROBLEM.

Now, Sir, these facts open up a
prospect which, unhappy under any
circumstances, will be nothing short of
disastrous unless men of authority in
Church and State resolve without delay
to prepare for it and to handle it with
all the wisdom, courage and boldness they
can command. It is just such a problem
as the British public is prone to hide
away, and to say and think as little about
as possible. But to ignore or conceal the
truth would be moral cowardices of the
deepest dye. To allow events to take
their own course, without recognising an
imperative public duty towards the
young unmarried mothers and their off-
spring, would be a national crime. It is
not as if we were merely faced with the
problem of illegitimacy on an un-
exampled scale and in an acuter form
than ever before. All the circumstances
are unprecedented. Sacred as are human
life and character at all times, the
present wastage of the most vigorous of
our manhood sets a stamp of exceptional
value on the approaching increment of
population. No effort should be spared
to secure that these children come into
the world under healthy conditions, and
are reared so as to be a credit, both
morally and physically to the country;

and it is not less imperative that the
mothers, both for the children's sake and
their own, should be saved from the
degradation which too often follows a
single lapse from virtue. We must
resolutely cast aside established theories,
prejudices, and formulas about "setting
a premium on immorality." In the
middle of a national life and death
struggle, even the most scrupulous—and
especially those pious personages who
exhort to forgive the bestiality of our
enemies may surely look upon the
frailty of our own men and women with
an eye of sympathy and forgiveness
undarkened by blame. Very many of
the men whose children are about to be
born have already amply redeemed their
fault by giving their lives for their
country and for us; and it will never
be possible to bring home responsibility
for their error to any who may ultimately
survive the battlefield. But let it be
frankly acknowledged that the women
are no more blameworthy than the men.

The strictest justice, then, demands for
the women complete and whole-hearted
forgiveness, sympathy, and assistance.
At this great and memorable period of
our history let the horrible hypocrisy that
idolised Nelson and left the women to
starve whom he committed with his dying
breath to the nation's keeping.

OFFSPRING OF HEROES.

What is to be done? Thousands of
young girls are nearing the ordeal of
womanhood, racked with shame and with
terror of the cruel censure of the world
they live in. Many are already tempted
to criminal means of escape from the
consequences of unchastity; some may be
tempted later even to the capital offence.
For the vast majority there is, at all
events, the prospect of child-bearing in
unprepared conditions, almost certainly
without proper attendance either of mid-
wife or doctor, and, as regards locus,
with a choice between their own narrow
crowded home, among angry, outraged,
and censorious relations and neighbours,
and flight they know not whither. And
what about the children, who will form
an appreciable proportion of the next
generation of Englishmen? Are they, the
offspring of the heroes of the Marne, of
Ypres, of Neuve Chapelle, to carry
through life the stigma of shame for
"irregular" birth? Are they, who on
eugenic principles should be the most
pride of our race, to be handicapped from
the start by impoverishment both of
physical constitution and of moral
character through the ignorance, prej-
udice, and injustice of their earliest
environment?

A certain amount of charitable amateur
effort is being made to meet the needs of
the case, but ladies who have become aware
of the facts. These ladies propose to start
"schools for mothers" where the girls may
learn how to care for their own health
and that of their babies and may also be
helped to preserve their self-respect. This
is the right spirit, and a move in the
right direction. But it must fall far
short of the requirements. What is
wanted is for the religious leaders of the
nation, in the first place, to come forward
with an honest and courageous pro-
nouncement that under existing circum-
stances mothers of our soldiers' children
are to be treated with no scorn or dis-
honour, and that the infants themselves
should receive a loyal and unashamed
welcome. In the second place, the Gov-
ernment should at once pass legislation
drastically reforming—even if only as a
temporary measure—the laws of bastardy.

It also has to be considered how provision
is to be made for the fatherless children,
whose girl-mothers have no separation
allowance, no separate home for their own
and no means of support. If nothing is
done, thousands of them will fall upon
the rates. Better that they should be
boldly adopted as the honourable children
of the State than that they should sling
through life as the children of shame
and the parish. The precise method by
which the object in view can best be ac-
complished may tax the wisdom of States-
men; but the immediate urgency of the
problem is not open to question.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

[15]



NOTICE.

ANY EUROPEAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the PROVOST MARSHAL-
Head Quarters Office, at least 48 hours before
the intended hour of departure, giving name,
nationality, age, sex, height, complexion and
occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes to the PROVOST MARSHAL at Head
Quarters Office between the hours of 9 A.M.
to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong 26th January, 1915. [207]



NOTICE.

ALL Persons applying to the PROVOST
MARSHAL for Passes are requested in
future to apply between the hours of 9 A.M. to
1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 16th February, 1915. [209]

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[544]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND

BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME

COMFORT.

MODERATE TERMS.

[248]

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

[301]

INDIAN POLICEMEN'S
QUARREL.

Before Mr. J. R. Wood at the Magistrate's yesterday an Indian constable in the R.N. Yard Police was charged by another constable in the same force with assault and causing grievous bodily harm.

The prosecution alleged that the defendant attacked the complainant while the latter was asleep on his bed, and belaboured him severely about the head with a formidable-looking cudgel. The parties had previously quarrelled on the same day.

The defence was that the complainant and others of the Police had a grudge against the defendant. The complainant threatened him on the afternoon in question, telling him to "look out." Defendant slept in the same room as the complainant, and as the former came off duty he was attacked by the complainant, from whom defendant wrested the stick with which the assault was committed.

After hearing evidence on both sides, his worship referred the case to the Com-modore, saying he would like him to deal with it.

COMPANY REPORT.

"STAR" FERRY COMPANY, LTD.

The report of this Company is as follows:—

The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the year ending 30th April, 1915.

ACCOUNTS.

The net earnings of the boats, after paying all working expenses, amounted to \$74,736.78 as against \$89,000.32 the previous year.

The amount at credit of Profit and Loss account (after paying for repairs, allowing for directors' and auditor's fees, and placing \$4,500 to credit of Accident Fund), including \$9,059.79 brought forward, is \$81,174.60, which, with the approval of shareholders, it is proposed to appropriate as follows:

To Pay a Dividend of 15.00 per share from working profits	\$80,000.00
To Pay a Bonus of 40 cents per share from interest account	16,000.00
To carry forward	\$81,174.60

DIRECTORS.

In accordance with the Articles of Association Hon. Mr. David Landale retires, but offers himself for re-election.

AUDITOR.

The accounts have been partly audited by Mr. F. Maitland and partly (in Mr. Maitland's absence) by Mr. C. Bernard Brown, A.C.A.—Mr. F. Maitland offers himself for re-election.

DAVID LANDALE, Chairman.

Hongkong, 14th May, 1915.

BALANCE SHEET, 30TH APRIL, 1915.

LIABILITIES.	
To Capital, as per last account	40,000 Shares at \$10 each fully paid up
To Accident fund	9,115.05
To Unclaimed dividends	63.99
To Accounts payable	6,960.56
To Balance of profit and loss	\$1,174.60
	\$497,909.19

By Value of Ice House Street pier, as per last account
 \$119,418.12 |

By Less written off for 1913/14
 6,418.12 |

By Value of boats, as per last account
 \$92,901.00 |

By Less written off for 1913/14
 2,801.00 |

By Accounts receivable
 9,000.00 |

By Hongkong and Shanghai Banking Corporation
 2,302.97 |

By Hongkong & Kowloon Wharf & Godown Co., Ltd., loan
 50,000.00 |

By Amount invested on mortgage
 245,000.00 |

\$497,909.19 |

PROFIT AND LOSS ACCOUNT.

For year ended 30th April, 1915.

To Ordinary repairs and alterations	11,037.34
To Accident fund	4,500.00
To Directors' and auditor's fees	1,200.00
To Balance	\$1,174.60
	\$69,811.94

By Balance from last account
 6,059.79 |

By Net earnings of boats
 74,736.78 |

By Interest
 17,875.37 |

By Scrap fees
 123.00 |

By Unclaimed dividends forfeited
 15.00 |

\$98,811.94 |

ACCIDENT FUND.

To Balance forward
 9,115.05 |

By Balance from last account
 4,615.05 |

By Profit and Loss account
 6,000.00 |

\$9,115.05 |

DAVID LANDALE, Directors.

C. P. CHATER, Secretary.

W. S. BROWN, Secretary.

I certify that I have obtained all the information and explanations I have required, and in my opinion the balance sheet referred to in the report is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs to the best of my information and the explanations given to me and as shown by the books and securities of the Company.

C. BERNARD BROWN, A.C.A., Auditor.

Hongkong, 14th May, 1915.

HOW H.M.S. "OCEAN" WAS
LOST.

CALL BOY'S VIVID STORY OF DARDANELLES.

A COOL CREW.

A letter describing the sinking of H.M.S. *Ocean* by a mine in the Dardanelles on March 18 has been forwarded to his parents by Harold White, aged 15 years, who was acting as call-boy on board at the time of the disaster, and piped the call "Abandon ship."

In the course of his letter, dated April 4, he says:—

We had a very lively time last month. On the 18th the Fleet steamed up the Dardanelles. Our ship, H.M.S. *Ocean*, opened fire at 9,000 yards' range at one of the forts, which replied. They hit us several times during the day, but only wounded four men. I don't think you could find a man cooler under fire than our captain. All the time the shells were flying round he was walking up and down the deck smoking his pipe, and giving orders as though it was only practice.

There were three ships sunk on that day, and I shall not forget it for a long time. The ships were H.M.S. *Irresistible*, the French ship *Bouvet*, and our own. Something hit us on the starboard side, under the water-line. I was in the gun magazine forward at the time, and after the bang we were looking at each other, wondering what had happened.

Somebody said at first there was a shot in the starboard coal-bunker, but the order came, "All hands on deck." She had a list to starboard by this time, and we then knew it was a mine or torpedo that was the cause.

Coming up from below, there was no rushing or panic, but everything was done smartly. There were five torpedo-boats alongside in less than two minutes, and if anybody deserves praise it is the crews of these destroyers. Talk about the V.C. and the D.C.M.! If they did deserve one each, then nobody does.

We can thank our lucky stars that the Turks are lawfully had shots, otherwise we should have been blown into kingdom come.

Wherever we looked we could see nothing but huge splashes where the shells were pitching in the water. Luckily, none hit our destroyer. There were 317 men in our boat, and we were not sorry to see her make twenty-five knots. We were about three hours on the destroyer, and afterwards transferred to H.M.S. *Agamemnon* and H.M.S. *Canopus*. I am on the latter at present.

I don't know how long it will last, but the Turks have got everything to knock our heads off—torpedoes, mines, shells, bombs, and bullets. However, the "Eliza" has got something bigger. When you get a 15-in. shell up against a fort, the latter is not going to last long. I saw one shell from her lift one of the Turks' 6-in. guns right out of its position and throw it about ten yards forward.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

SMOKING CONCERT, 22nd MAY, 1915.

1.—The only entrance to the Hall and Parade ground will be from Lower Albert Road. Members of the Corps attending the Concert will wear Khaki drill (jackets and trousers).

WEEKLY REPORTS.

2.—The weekly state is required at the Orderly Room not later than 5 p.m. to-day, 21st instant.

PROMOTIONS.

3.—Lieut. Col. K. de G. Longmire, Scouts Company, to be Corporal, dated 20th May, 1915.

Private L. S. Greenhill, Scouts Company, to be Lieut. Col., dated 19th May, 1915.

Private H. C. Gray, Scouts Company, to be Lieut. Col., dated 20th May, 1915.

PARADES.

4.—Parades for to-day (Friday).

5.30 p.m. Signalling Section Musketry Instruction at Headquarters. Corp. Grimes, R.E. will attend.

Remainder: Nil.

DETAILS.

5.—On duty Headquarters and Kowloon.

From 7 a.m. to-day to 7 a.m. 22nd inst., No. 2 Section Artillery Battery and Right Section M.G. Co.

Officer on duty: Lieut. C. Smith.

Orderly Officer: Lieut. Preston.

Orderly Sergeant: Corp. Carpenter.

Guards will be found on and after 22nd inst. by the H.K.V.C. and H.K.V.C. alternately, as follows:—

(a.)—Headquarters and Gun Club Hill.

(b.)—Kowloon (Detention Camp).

On duty for week commencing 7 a.m. 22nd inst.:

At Gun Club Hill.—No. 1 Section Artillery Battery and Left Section M.G. Co.

Officer on duty: Lieut. Rees.

At VOLUNTEER HEADQUARTERS.

May 22nd, Civil Service Co.

May 23rd, No. 1 Section Scouts Co.

May 24th, No. 2 Section Scouts Co.

May 25th, No. 3 Section Scouts Co.

May 26th, No. 4 Section Scouts Co.

May 27th, Centre Section M.G. Co.

May 28th, No. 2 Section Artillery Battery.

Orderly Officer: Lieut. C. Smith.

Sergeant: Corp. J. F. Grose.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

THE VOLUNTEER RESERVES.

ORDERS BY MAJOR WALKERMAN, O.D.E.K.V.R.

GUARDS.—The Detention Camp guard will fall in at Murray Pier at 6.30 p.m. and not 6.40 p.m. as stated in order No. 38. All that portion of Order No. 38 of May 19th referring to the Volunteer Headquarters guard is hereby cancelled.

MEDICAL CERTIFICATES.—A member detailed for duty with any of the guards and who obtains a medical certificate exempting him from duty must immediately inform the Commander of the guard or the Adjutant or the Orderly Sergeant in order that another member may be warned to take his place.

PARADES.—A, B, and C Companies with the exception of Sections 1 and 2 of A Company will parade outside the Law Courts at 5.15 p.m. on Friday, May 21st.

Drill, drill order.

W. E. CARTER, Capt., Adjutant, H.K.V.R.

TRADING WITH THE ENEMY.

SHANGHAI MARINE INSURANCE ASSOCIATION.

At the annual meeting of the Shanghai Marine Insurance Association the Chairman, Mr. H. G. Simms, made the following remarks on the question of trading with the enemy:—

Unofficial representations have been made to your Committee with regard to the question of the insuring by British Companies of goods, belonging to nationals of countries at war with Great Britain, and as about 80 per cent. of the membership of this Association is of British or Allied nationality, it seems to come within the scope of your Committee's duties to give this important matter their very careful consideration.

The recent decision of the Prize Court at Alexandria would seem to indicate that foreigners resident in China, being directly subject to their respective Home Governments, come within the terms of the King's Proclamations. The British Government, however, has not up to the present time gone so far as to say this, but has contented itself with defining trading with such as undesirable.

British Underwriters here and at home are prepared to extend support to the Government's ideas as to the undesirability of trading in China with subjects of countries at war with Great Britain. To this end the co-operation of Banks and Shipping Companies here and at home is necessary.

I may add that latest advices from home are to the effect that the British Government fully realizes the necessities of the position.

Your Committee are unanimously of opinion that the covering either directly, indirectly or by way of reinsurance by British Insurance Companies of risks on cargo owned by persons or firms of enemy nationality, or in which such persons or firms are interested, cannot be too strongly deprecated.

SINGAPORE HARBOUR BOARD.

REPORT ON SECOND HALF OF LAST YEAR.

EARNINGS CONSIDERED SATISFACTORY.

The Singapore Harbour Board report for the second half of 1914 reflects what may be considered, in these abnormal times, a not unsatisfactory result, remarks the *Strait Times*. The statistics of revenue, of shipping accommodated and handled, and of work undertaken all show expected decreases and the net eventual result is a debit balance of nearly sixteen thousand dollars on the six months.

Following is the gist of the report:—

The credit balance of income and expenditure account for the half-year under review is \$921,089.62. The interest paid or due to Government on loan funds, under Ordinance No. IV. of 1907, is \$957,008.07, and the debit balance is \$15,918.45, is carried forward. The amount carried forward to the next half-year's account is \$380,294.14, being \$285,182.59 brought forward from the half-year ending June 30th, 1914, less \$15,918.45 debit balance for the half-year under review.

COMPARISON OF GROSS REVENUE WITH PREVIOUS HALF-YEARS.

1910 1st	\$1,400,561	\$1,046,860	\$2,537,447
2nd	1,471,533	795,021	2,266,554
1911 1st	1,461,628	839,760	2,400,288
2nd	1,542,085	909,438	2,451,523
1912 1st	1,555,936	987,768	2,543,704
2nd	1,636,625	834,192	2,470,817
1913 1st	1,610,152	1,244,720	3,055,381
2nd	1,311,839	1,014,322	2,826,164
1914 1st	1,769,273	1,042,358	2,841,631
2nd	1,437,507	1,009,245	2,497,052

The net revenue shows a decrease of \$36,435.97 from that of the previous half-year, and an increase of \$38,370.09 over the average of the preceding eighteen half-years. During the half-year \$9,035.32 on account of new works was debited to the reserve fund.

INDIRECT AMERICAN TRADE WITH GERMANY.

LARGE EXPORTS TO NEUTRALS.

A suggestive statistical commentary on Herr Ballin's boast that German exports to America had not been greatly influenced by the war is furnished, says the *Times*, New York correspondent, by the Collector of the Port of New York.

In his report for the month of March, the Collector shows that the imports from Germany through New York amounted to \$1,269,660, compared with \$2,322,113 in March, 1914. Only \$2,121 worth of goods was exported to Germany direct. How great the indirect exports were may be surmised from the figures of the shipments from New York since March 1st to neutral countries. To Denmark and Sweden the March exports were nearly double those of February. The exports to Holland showed a 50 per cent. increase. The export figures given are:—

March 1915.	March 1914.
Netherlands	\$1,922,263
Sweden	1,544,370
Denmark	1,094,292
Norway	548,017
Greece	653,640
Italy	1,743,018

The total exports amounted to \$25,383,905, an increase over March, 1914, of 80 per cent. Of this, Great Britain took \$6,811,785 and France \$4,751,837. The imports from Great Britain amounted to \$2,714,000, only \$200,000 less than in March, 1914, and from France \$1,340,336, a diminution of about 50 per cent.

HONGKONG TENNIS LEAGUE.

A match between the Hongkong Cricket Club and the Club de Recreo on the former's ground will be played to-morrow, play to commence at 3 p.m.

Teams:—H.C.C.—N. E. Kent and C. J. Hewitt; L. N. Murphy and A. R. Linton; R. F. Hall and M. M. Maas.

Club de Recreo.—P. Roza and J. Lopes; A. Lopp and F. Remedios; V. Yvanovich and M. Pinna; reserve, E. J. Marques.

THE CASE OF THE
"PAKLAT."

GERMANY'S PROTEST AND BRITAIN'S REPLY.

The Press Bureau has issued copies of communications which have passed between the Foreign Office and the United States Ambassador in London on the subject of the seizure of the German steamer *Paklat*, which was arrested by a British warship last autumn while conveying German refugees from Tsingtao to Tientsin.

The German Government objects on the ground that Article 4 of the Second Hague Convention exempt from capture vessels employed on religious, scientific, or philanthropic missions. The German communication took the form of a *Note Verbal* forwarded through the United States Embassies in Berlin and London, and dated Berlin, March 4th.

Before the seizure of Tsingtao was started, the German steamer *Paklat* had been ordered by the Governor of Tsingtao to transport the women and children from there to Tientsin. The steamer was there to Tientsin. This steamer was given a certificate by the Governor as to the purpose of her trip, and she was carrying the white flag. None the less, she was stopped during her voyage by British men-of-war and was brought to Wai-hai-wei. At the latter place the women and children had to embark on a small freight steamer, while the steamer *Paklat* was taken to Hongkong, where the Prize Court there has pronounced her confiscation. This procedure against the ship involves a serious violation of the international law, according to which vessels entrusted with humanitarian missions are exempt from seizure by hostile marine forces (see also Art. 4 of the Eleventh Convention of The Hague concerning certain restrictions in the exercise of the right of capture in maritime war, of October 18th, 1907).

[The terms of this Article are as follows:—Vessels employed on religious, scientific, or philanthropic missions are likewise exempt from capture.]

The German Government energetically protest against the violation of this rule of international law which is in the interest of humane warfare, and ask the speedy release of the steamer *Paklat*.

It would be grateful to the American Embassy if the latter would cause the foregoing to be brought to the attention of the British Government.

SIR EDWARD GREY'S REPLY.

Sir Edward Grey replied on March 30th, through Mr. Page, the American Ambassador in London, as follows:—

I duly received the *Note* which you were good enough to address to me on 18th inst., transmitting a *Note Verbal* from the German Government, in which they protest against the seizure and condemnation of the German s.s. *Paklat*, as being in contravention of Article 4 of Convention No. XI, signed at The Hague in 1907.

So far as His Majesty's Government are aware judgment on the vessel has not yet been pronounced by the British Prize Court at Hongkong, before which she was brought for adjudication on December 2nd last. The further hearing of the case was then adjourned on this application of the owners of the ship, in order to permit of a full consideration of their contention that she was exempt from condemnation in virtue of the provisions of the Convention quoted above.

His Majesty's Government are of opinion that the ship is liable to condemnation, since Article 4 of the Convention to which the German Government refer does not apply to cases such as that now under consideration. This appears to be made clear by the extract from the Report of the labours of the Fourth Commission (sub-Annex 10 to Protocol of Seventh Plenary meeting), of which I have the honour to enclose a copy. In the view of His Majesty's Government the conveyance of women and children from a fortress which was about to be besieged (an action which would have the effect of increasing the power of resistance of the fortress) cannot be regarded as a philanthropic mission within the meaning of the Article; and it would indeed appear that the *Paklat* might more properly be considered as being employed on a service connected with the operations of war, which would, as the Report points out, be sufficient to deprive a vessel of any privileges which she might otherwise be entitled to under the Article in question.

The question whether the ship is exempt from condemnation in virtue of these provisions is, however, essentially one for the Prize Court to determine after due consideration of the circumstances of the case.

I must confess that I have received the protest of the German Government in this case with considerable astonishment. It case with considerable astonishment. It will be within your Excellency's recollection that the French vessel *Amiral Ganteaume*, which was conveying refugees to England, was torpedoed by a German submarine in the English Channel some months ago. No opportunity was given to the passengers to escape in the ship's boats, and it was not owing to any act of the commander of the submarine that the lives of all on board were not lost.

I cannot refrain from calling your Excellency's attention to the difference in the treatment accorded to these two vessels. The *Paklat* was taken into a British port and the refugees on board forwarded to their destination, the vessel being brought for adjudication before a British Prize Court, where the owners are being afforded every opportunity of putting forward their claim to exemption to condemnation; the *Amiral Ganteaume* was torpedoed at sight without any regard to the laws of war or the dictates of humanity.

In view of the protest of the German Government, their contention would appear to be that they are entitled to sink without notice a French merchant ship carrying refugees and at the same time to protest against the validity of the capture of a German ship engaged on a similar errand being investigated and decided by a Prize Court. I am content to leave this contention without further comment.

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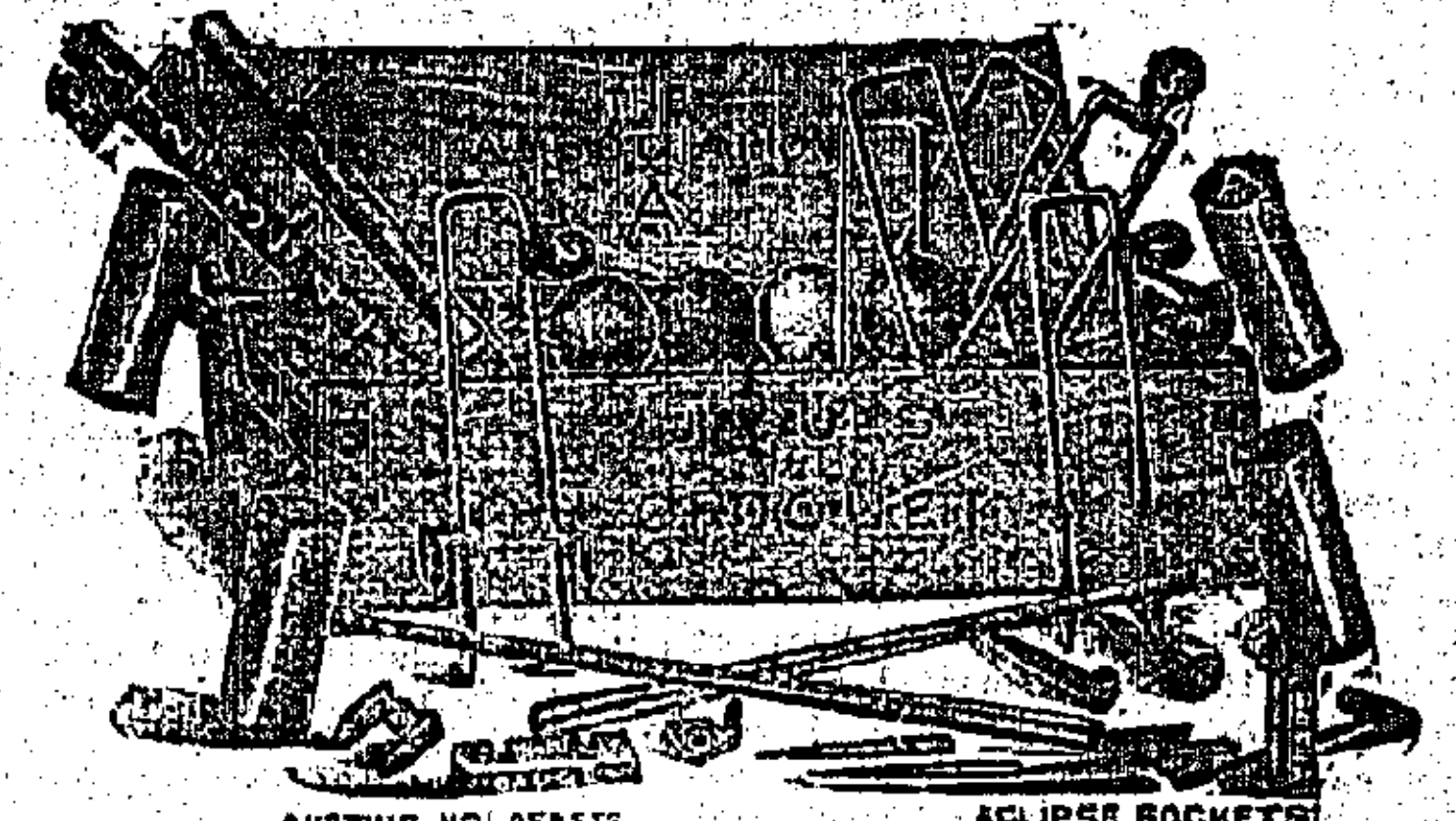
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INTIMATIONS

LANE, CRAWFORD & Co.

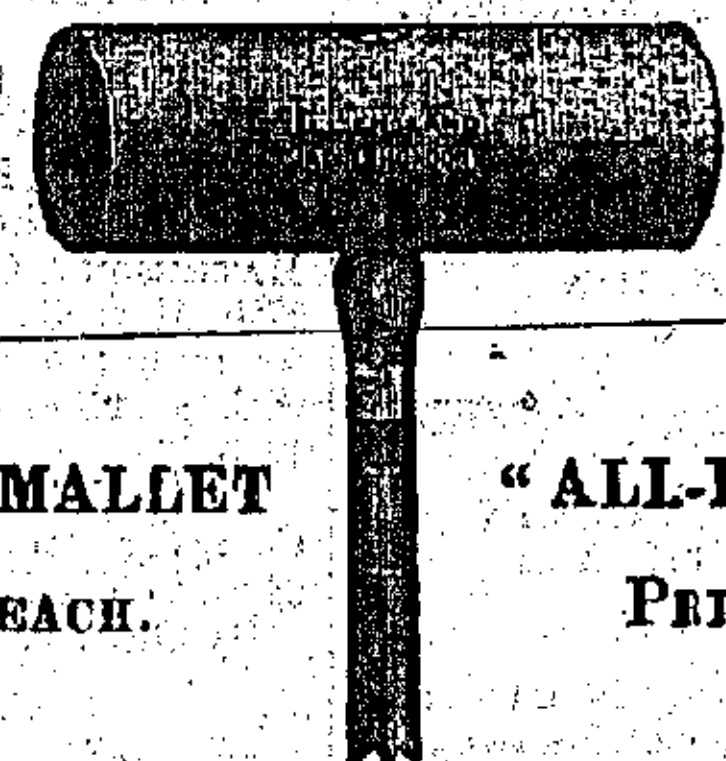
SPORTS DEPARTMENT.
JAQUES' CROQUET SETS



CONTAIN 4 ASSOCIATION MALLETS (9" X 3"), ASSOCIATION HOOPS, COMPOSITION BALLS, PEGS, FLAGS, CLIPS, RULES, ETC., COMPLETE IN STRONG WOOD BOX.

JAQUES' CROQUET MALLETS.

"EXCELITE" CROQUET BALLS.



GLISGLOS' CROQUET BALLS.

"ASSOCIATION" Mallet

PRICE \$7.50 EACH.

"ALL-ENGLAND" Mallet

PRICE \$5.50 EACH.

LANE, CRAWFORD & Co.

THEATRE ROYAL.

RETURN AND FAREWELL VISIT.

FOR 3 MORE NIGHTS ONLY.

TO-NIGHT! TO-NIGHT!!

FRIDAY, May 21st,

HENRY DALLAS

Presents

R. B. SALISBURY'S CO.

"THE QUANTS."

CHANGE OF PROGRAMME

NIGHTLY.

PRICES ... \$3, \$2 AND \$1.

PLANS NOW AT MOUTRIE'S.

COMMENCE AT 9.15 P.M.

Hongkong, 17th May, 1915.

WESTMINSTER SMOKING MIXTURE.



\$1.00 per 1lb. tin.

\$1.00 per 1lb. tin.

It is a delightfully cool and finely flavoured Tobacco and it has the great advantage of keeping dry during this hot and damp weather. There are many smokers in Hongkong and the ports of South China who give up pipe smoking as soon as the damp and foggy weather sets in, as their pipes become foul. If they will try a tin of this carefully blended Mixture they will find they can enjoy their pipes with as perfect comfort as they do in the cool and dry season.

SOLD BY—

HONGKONG CHINESE STORE.

A. B. WATSON & Co., Ltd.

KELLY & WALSH, Ltd.

LANE, CRAWFORD & Co.

VICTORIA DISPENSARY.

Hongkong, 16th May, 1915.

NEW ADVERTISEMENTS

WANTED.

OFFICES comprising Two or Three Small Rooms.
Apply—
Box No. 21,
Care of "Daily Press" Office,
Hongkong, 21st May, 1915.



BRITISH CONSULAR NOTIFICATION.

BRITISH Subjects residing in the Consular District of Canton are hereby notified that all BRITISH PASSPORTS issued prior to the 5th August, 1914, and held by British Subjects in China will become invalid on the 1st August next.

Holders of such Passports in this Consular District are required to apply to the Under-Secretary for Fresh Passports on the Official form of application which can be obtained at the Consulate-General.

The new form of Passport requires the insertion of a description of the holder. His photograph and signature must also be affixed thereto, and a duplicate copy of the photograph should be provided for retention at the Consulate-General.

Only the Wife and Children under the age of 16 may be included on the Holder's Passport and in such cases the particulars, photograph (in duplicate) and specimen signature of wife, and names, ages and sex of Children, must be required to be inserted. All other persons must obtain separate Passports.

The fee chargeable for a Passport will be five shillings.

The new form of Passport will be valid for two years only, but may be renewed for four further periods of two years each.

Passports which have been issued since the 5th August, 1914, will be regarded as valid for two years only from the date of their issue.

CECIL KIRK,
Acting Consul-General.

H.B.M. Consulate-General,
Canton, 18th May, 1915. [694]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, SOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR EASTERN, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"
Captain A. L. Valentini, carrying 1500 tons, will be despatched from this port for BOMBAY on SATURDAY, the 5th June, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MELBA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Tea and Cargo for India, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamship proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed by "Bombay" and transhipped to the s.s. "KAISER-I-HIND," due in London on the 18th July, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
R. A. HURWITT,
Superintendent.
Hongkong, 21st May, 1915.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 24th instant.
Hongkong, 19th May, 1915. [591]

THE ROYAL HONGKONG GOLF CLUB.

FANLING.

A 9 hole knock-out Competition under Handicap will be held over the 18 hole course on WEDNESDAY, the 24th inst.

CONDITIONS.

Partners to be drawn.
The players who leads at the 9th hole will play the winner of the cup following over the succeeding 9 holes and so on.

In the event of a tie at the 9th hole a short hole will be played to decide the winner, a tie at the 18th hole will be decided by playing the first hole and continuing if necessary.

Entries limited to 64 which will necessitate the winner playing three full rounds. Competitors must therefore go out by the 8.45 train. Entrance fee \$1.00.
Entries to be sent in WRITING to the Acting Hon. Secretary, care of BRADLEY & CO., LTD., 4, Queen's Buildings on or before FRIDAY, the 21st.

A 9 hole Medal Competition will be held over the RELIEF COURSE in the afternoon for those knocked out in the above Competition. Entrance fee \$1.00.
Optional Pool \$1.00.

T. W. HILL,
Acting Hon. Secretary.

Hongkong, 17th May, 1915. [587]

NOTICE.

NOTICE IS HEREBY GIVEN that the Power of Attorney dated the 23rd April, 1914, given by the Undersigned to Mr. YUEN SAT NGAM has been REVOKED.

YUEN TSO PU

Hongkong, 19th May, 1915. [582]

WANTED.

A YOUNG MAN (British) for the post of ASSISTANT DRAUGHTSMAN, must be quick and accurate, accustomed to Shipyard and General Engineering Work. Age not to exceed 25 years, health must be good. Apply, enclosing copies of testimonials and stating salary expected, to—
THE BANGKOK DOCK CO., LTD.,
Bangkok, Siam.

[583]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, TO-MORROW (SATURDAY), 22nd May, 1915, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1915, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th May, 1915. [569]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, 26th May, 1915, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 27th instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th May, 1915. [581]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 27th May, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1915.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 22nd, to THURSDAY, 27th instant, inclusive.
By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, 15th May, 1915. [586]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be Closed from SATURDAY, 1st May, 1915, until SATURDAY, 28th May, 1915, both days inclusive.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th April, 1915. [542]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1915.

THE Board having declared an INTERIM DIVIDEND of ONE SHILLING per Share free of Income Tax for the year ending 30th June, 1915, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 5 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:

THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIATIC BANK.

The Banker BELIEVE POUR L'ETRANGER. The payments will be made in either Dollars or Taels at the holder's wish at the buying rate of Exchange of the day.

GENERAL MANAGER.
KAILAN MINING ADMINISTRATION.
Hongkong, 15th May, 1915. [582]

NOTICE.

PUBLIC WORKS DEPARTMENT OF MACAO.

BY instructions from the Government of the Province of Macao, it is hereby announced that Architects and Builders, residing in the South of China, may forward to the undersigned Plans and Specifications for the construction of a HIGH SCHOOL BUILDING in this Province, provided they are received not later than the 10th July, 1915. To the sender of the best plans and Specifications the sum of One Thousand dollars (\$1,000.00) will be given; and Five Hundred Dollars (\$500.00) to the second best. Certificates of honourable mention will be given to the senders of the plans and specifications that are passed.

The conditions and further particulars may be obtained at the Public Works Department, Macao, and also at the Consulates for Portugal at Hongkong, Canton, Shanghai, Manila, Singapore and Saigon.

For the Director of Public Works,
MIGUEL M. WAGER RUSSELL.

Macao, 15th May, 1915. [592]

FOR SALE.

All kinds of
FOREIGN POSTAGE STAMPS
ALBUMS,
and other
PHILATELIC GOODS,
at Prices to suit any Buyers.

GRACA & CO.

Caine Road, No. 11A,
Hongkong, 1st April, 1915. [465]

HOUSES TO LET

TO LET.

HOUSES in "TORRES BUILDINGS," "ROSE TERRACE" and "DURBAR,"
Kowloon.
Apply to—
SPANISH DOMINICAN PROCUROTOR,
Hongkong, 12th May, 1915. [501]

TO LET.

A HOUSE at Observatory Villa, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
Hongkong, 16th March, 1915. [393]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply to—
A. B. AVASIA,
Care of E. PASANAY,
No. 1, Duddell Street,
Hongkong, 2nd February, 1915. [344]

TO LET—AT THE PEAK.

No. 2, STEWART TERRACE,
Furnished and newly done up.
Apply to—
H. E. FOLLOK,
Edwards's Building,
Hongkong, 20th January, 1915. [53]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [45]

TO LET.

"WINDSOR LODGE" Kowloon, 6-Roomed House with Tennis Court.
"PENYBREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Hampshire's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 18th May, 1915. [580]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Port Office.
58, TEN PAIR "THE TERRACE"
21, WONG-NEI-CHONG ROAD,
GODOWNS, New Prince, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour. Immediate possession.
Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 6, DES VIGUE ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SARSON & Co., Ltd.,
Hongkong, 10th February, 1915. [373]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury Ground Floor, lately in occupation of the General Post Office.
Apply to—
GODOWN, No. 9, Lee Hing Street.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [35]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [36]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, TEN PAIR, Unfurnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon.
No. 1, CAMERON VILLAS, No. 61, THE PEAK, Furnished, Immediate possession.
No. 3, DES VIGUE VILLAS, 52, Mount Kellett, The Peak (Furnished or Unfurnished).
No. 26, BELLIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLIOS TERRACE, with entrance on Conduit Road. In very good order, 3 ROOMS, suitable for Office, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road, "EGGESFORD," Nos. 124, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.
"MERION," No. 6, TEN PAIR, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, BELGIN TERRACE.
"HOGATE," Austin Road, Kowloon.
No. 2, DES VIGUE VILLAS, 51, PEAK (Unfurnished).
ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.
No. 58, TEN PAIR (5 CAMERON VILLAS).
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 4th May, 1915. [42]

INTIMATION

stands for Excellent, and anyone who drinks our E. PORT. E. SHERRY, E. WHISKY or E. BRANDY can be in no doubt that the letter E signifies excellence of a high order and good value for money. By buying in bulk from the very best firms, and bottling ourselves, we are able to give our customers better value for money than we could by importing the same thing by the case. There is an old saying "Wines mature in bottle, Spirits in cask." That is the *raison d'être* of our magnificent wine vaults, which challenge comparison with anything of the kind not only in Hongkong but the Far East. There our wines are bottled off soon after they arrive, but our spirits, except for a small stock to meet daily requirements, are kept in wood. That is why our spirits improve in quality, and spirits imported in case do not. Our customers get the benefit of that increment in value, as we charge nothing for it. We cordially invite our customers to pay a visit of inspection to our wine vaults, and satisfy themselves he above is no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

[13]

HONGKONG OFFICE: 10A, DES VIGUE ROAD C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 21ST, 1915.

THE CRISIS AT THE ADMIRALTY.

There can be no other feeling than that of deep regret at the news that two such masterful personalities at the Admiralty as Lord FISHER, the First Sea Lord, and Mr. WINSTON CHURCHILL, the First Civil Lord, have "clashed" to such an extent that the retirement of one, or, perhaps, both, from the posts they now occupy has become necessary. Lord FISHER, the cables inform us, has tendered his resignation, but it does not yet appear to have been accepted, while Mr. CHURCHILL is already mentioned in current gossip as being marked out for a new post in a Coalition Cabinet. Though the idea of a Coalition, or National, as distinct from a Party, Government for the duration of the war has been often suggested, its relation to the crisis at the Admiralty, in connection with which the proposal is mentioned as taking practical shape, is not definitely stated. Ever since the war began, in fact, it has been felt that the subordination of party politics would find its best expression in a non-Party Cabinet, and it may well be supposed that if the arrangements for a reorganisation of the Cabinet are so far advanced as yesterday's cables suggested, this has been the result of somewhat "practiced" discussion and negotiation. The necessity which has so suddenly and unexpectedly arisen for "swopping horses while crossing the stream" has evidently accelerated the reorganisation of the Cabinet. If Lord FISHER retires from the Admiralty it will mean a second change since the beginning of the war. The position of First Sea Lord at the Admiralty was occupied at the outbreak of the war by Vice-Admiral H.S.H. Prince Louis of BATTENBERG, to whom the Empire is no doubt largely indebted for the preliminary naval arrangements which so admirably succeeded in bottling up the enemy's Fleet. With his reasons for

retiring from a position in which no officer of foreign birth is ever likely to be placed again, we can all sympathise and share the regret handsomely expressed at the time by Mr. CHURCHILL, at the loss, in a time of great national crisis, of the services of a Naval Expert to whom the British Navy is said to owe much of its present-day efficiency. But the return of Lord FISHER to the Admiralty gave the Empire every confidence that the efficiency of our first line of defence would not suffer by the change and his advent at the Admiralty marked at once important changes of policy. We do not forget that Lord FISHER's previous tenure of the office of First Sea Lord did not give unanimous satisfaction. He was, whether rightly or wrongly it is not the moment now to consider, described by advocates of naval expansion as "the tool of the Liberal and Little England Party" and his famous Guildhall speech in 1907 when he cast ridicule on the talk of possible invasion and advised the people to "sleep quietly in their beds," has since been frequently recalled with much bitterness of feeling by the advocates of a "big navy," the necessity for which the war has abundantly demonstrated. Whatever justification there may have been for the attitude Sir JOHN FISHER (as he was then designated) took up at that time, *vis-à-vis* the "searombers," no uneasiness has been felt that the interests of the Navy were unsafe in his hands now that the full measure of the peril has been revealed. We do not know, and the world is not likely to be told at present, the nature of the differences which have arisen between Mr. CHURCHILL and the First Sea Lord. We may be quite certain that it is not a difference on a mere matter of technical detail that has led to this deplorable crisis, but rather some important question of policy, so important that the one will accept no responsibility for the policy advocated by the other. It would be interesting to know how far Mr. CHURCHILL's views are supported by the existing Cabinet, and whether, after all, the reorganisation of the Cabinet has become absolutely necessary as a direct consequence of this conflict between the Cabinet Minister and the First Sea Lord. In the absence of authoritative information the public, regarding the conduct of the naval war as being essentially the business of the professional sailor, will be inclined to sympathise with the Sea Lord rather than the Civil Lord, but the great services Mr. CHURCHILL has rendered at the Admiralty makes any attitude implying condemnation one which the public will be very reluctant to assume. Mr. CHURCHILL's services to the Navy have not always been quite so universally appreciated as they are to-day. There have been men in the House of Commons who have publicly derided his strenuous efforts to maintain our naval superiority as being a menace to peace and to national security, and he will not have been forgotten that his insistence on increased appropriations for new naval programmes to meet the growing menace of Germany, has on more than one occasion almost brought about a crisis in the Cabinet. But his masterly speeches convinced the country of the soundness of his naval policy which has now been abundantly justified by events. His retirement from the Admiralty would be not less sincerely regretted by the public than the retirement of Lord FISHER, and there exists no other feeling than that of deep regret that they have found it impossible to work together. For the British public there is scarcely any need for the assurance given in the House of Commons by the Premier that the reorganisation of the Cabinet involves no change of any kind in the policy of the country regarding the continued prosecution of the war with all possible energy and every available resource; but we know how German inventive genius is likely to work on such a bald theme as a change of the directors of our Naval warfare, and Mr. ASQUITH's statement is welcome as leaving them small room for their fancy.

A mail for Europe via Suez is due to-morrow at 4 p.m.
M. Monier, attached to the Government of Indo-China, has volunteered for the front.
Mr. J. D. MacArthur, engineer and contractor, Bangkok, has been appointed manager of the Las Palmas Coal and Dock Company, Canary Islands.
The opium sale at Calcutta, on May 5th, realised thirteen lakhs, sixty-six thousand rupees, being an increase of twenty-two thousand rupees on last month.

The Council of the Royal Colonial Institute, in presenting their 46th annual report, congratulate the Fellows that the membership has reached 10,000 for the first time in the history of the Institute.

A house coolie employed by the Rev. Fr. Spada, of the Roman Catholic Church, Kowloon, has reported to the police that some person has stolen from his quarters two clocks, valued at \$10, and clothing to the value of \$3.10.

The master of the Kwong Sam Lung engineers' shop, Mongkok, has reported to the police the theft from the Sam Yick coalyard of two boxes containing 39 hammers, 70 steel chisels and a pair of blacksmith's bellows, valued at \$120.

The "Quaints" are giving an extra performance to those originally arranged, and on Monday night they will produce an "All British" programme. The happy band of entertainers have made themselves quite famous with this John Bull programme, and at Shanghai they packed the Lyceum Theatre. Anything with an all-British flavour should not be missed at the present time.

It may interest Far Eastern travellers to learn that the C.P.R. steamer *Empress of India*, which was sold to the India Government as a hospital ship, has been purchased by the enormously wealthy Maharajah Scindia. This Indian potentate has offered the ship to the Government to be used as a hospital during the war. On the cessation of hostilities, the Maharajah will use the vessel as a yacht. All the fitting expenses for its transformation into a hospital ship will be borne by Maharajah Scindia.

THE "QUAINTS."

The "Quaints" are as quaintly entertaining as ever, and those who visited the performances when Messrs. Dallas and Salisbury's happy and accomplished band of entertainers were in Hongkong a few months ago will fully realise what this means. That weird and cynical little man Salisbury has lost none of his dry humour during the tour in the North, and at the Theatre Royal last evening, where the Company opened again on their farewell visit, he quickly made himself known and thoroughly appreciated by an audience which, in view of the undoubted excellence of the programme, could have been larger. Not the least entertaining of the many Salisburyisms was that richly humorous song "James William Macdonald," the chorus of which had not been forgotten by the audience. Whenever he was on the stage Salisbury was responsible for general ripples of laughter, not always because of what he said and sang but also the manner in which he did everything. Few such humorousists as Salisbury have visited Hongkong. Agnes Croxton sings as sweetly and as frequently as usual, and with the same choice taste of selection, Dorothy James performs her musical sketches with her customary delightful freshness, and Peggy May dances and sings about the stage with the eerie abandonments of Puck. The remaining members of the talented company are none the less entertaining in their respective items; E. Lane Mott with his sweetly rendered sentimental solos and his duets with Agnes Croxton, Courtenay Fagan with his stirring songs of the sea and brave men at war, and last, but by no means least, Dick Howlett with his fund of original remarks on a variety of subjects, and anti-German—deliciously anti-German—musical sketches and musical rhymes. In addition, the choruses of the "Quaints" are always thoroughly enjoyable, and last night "Widdiecombe Fair" was greeted with applause which could not have been excelled even in Devon. Then there is the general quaintness of the whole programme, and the glib scenic arrangements; old-world little houses which are always silvered with moon rays. The company deserve full houses each evening they remain with us.

HONGKONG C. C. TENNIS TOURNAMENT.

MIXED DOUBLES FINAL.

The final of the Handicap Mixed Doubles was played last evening, before a numerous crowd of spectators, among whom were H. E. the Governor and Lady May, H. E. Major-General Kelly, and Sir William and Lady Rees Davies. Mrs. Moxon and Mr. H. R. B. Hancock, and Mrs. Winslow and Mr. H. A. Nisbet were the competitors, and the former pair proved deserving winners after a splendid exhibition of tennis by 6-3, 6-4. The salient feature of the game was the brilliance of Mrs. Moxon, whose powerful returns and skillful placing provided one of the deciding factors in the game, and aroused much enthusiasm among the spectators. Nisbet's partner, on the other hand, was not up to her usual form, and the victorious pair were not slow to take advantage of this weak point. Nisbet's clever not play and accurate placing did much to level up matters, but Mrs. Moxon and Hancock were easily the better combination.

THE WAR.

THE CABINET CRISIS.

REORGANISATION FOR WAR PURPOSES.

ITALY ON BRINK OF WAR.

HEAVY FIGHTING AT DARDANELLES.

MORE SUBMARINE ACTIVITY.

TRADING WITH THE ENEMY IN CHINA.

GENERAL.

[THROUGH REUTER'S AGENCY.]

REORGANISATION OF BRITISH CABINET.

IMPORTANT STATEMENT BY THE PREMIER.

LONDON, May 19th.

Mr. Asquith, in the House of Commons, announced that steps are in contemplation involving the reconstruction of the Government upon a broader personal and political basis.

Mr. Asquith added that nothing had yet been definitely arranged, but, in order to avoid any apprehension, he wished to make three things clear. Firstly, any changes would not affect the positions of himself and Sir Edward Grey; secondly, there would be no change of any kind in the policy of the country regarding the continued prosecution of the war—(loud and prolonged cheers)—with all possible energy and by every available resource; thirdly, he said to all parties alike that any reconstruction of the Government would be for the purposes of the war only, and indicated nothing in the nature of surrender or compromise of any Party's political ideals.

Mr. Bonar Law (Conservative Leader) said the sole idea of any steps about to be taken was the best method of finishing the war successfully. We leave out of our minds absolutely all other considerations, political and otherwise. It is obvious that our political questions must be left for settlement until after the war.

Reuter's Agency learns that a meeting of the Labour members at the House of Commons decided to accept Mr. Asquith's invitation to be represented in a National Government. It is understood that Mr. Henderson joins the Cabinet, while Mr. Bruce and another member will receive minor posts.

FORECASTS.

LONDON, May 20th.

The newspapers are Cabinet making, but the forecasts are more speculation. It is generally agreed that Lord Lansdowne will not take office on account of health. Mr. Churchill will leave the Admiralty, but Lord Kitchener will remain, though it is probable that he will share the War Office with Mr. Lloyd George.

The appointment of Mr. Harcourt as Viceroy of India is favoured. Mr. John Redmond is not likely to join the Cabinet as it would be impossible for him to give an assurance on the Ulster question.

The reconstruction of the Cabinet will be of the most drastic description. Ministers, without exception, have resigned in order to facilitate Mr. Asquith's task.

The Unionists have been offered half the seats, but the Cabinet will probably be smaller, and will be really a War Council, as the departments not connected with the war are excluded. It is expected that the reconstruction will be completed by June 3rd, when Parliament will be asked to pass a vote of confidence.

Lord Fisher visited the Admiralty yesterday for the first time since his reported resignation on Friday.

[THROUGH REUTER'S AGENCY.]

The crisis was most sudden. Mr. Bonar Law, till Thursday, shared Mr. Asquith's dislike for a coalition Government. Then came the quarrel between Lord Fisher and Mr. Churchill, and the threat of the Opposition to raise a debate on the insufficient supply of high explosives, compared with shrapnel, to the front, of which the *Daily News* asserts the Cabinet were unaware. Menaced by a Government downfall a few leading Statesmen of both sides—of whom Mr. Lloyd George is believed to be one—who were desirous of a National Government, seized the opportunity and averted the peril. The first steps at reconstruction will be taken on Sunday.

At a meeting of a hundred Radical M.P.'s last evening there were angry criticisms, but Mr. Asquith appeared and spoke for twenty minutes, reassuring these present. He was given an ovation.

"NOTHING IS SETTLED AND ANYTHING MAY HAPPEN."

LONDON, May 20th.

"Nothing is settled and anything may happen," sums up the newspapers' review of the political situation.

The *Daily Telegraph* states that Lord Fisher's resignation is not accepted.

The *Times* says that nothing is likely to be decided till the Unionist leaders have obtained the support of their party at a meeting.

The *Daily Express* opines that Lord Milner may join the Ministry.

Lord Derby, speaking at Wigan, said that nothing was farther from his wish than a coalition Government.

EXCHANGE OF INCAPACITATED CIVILIAN PRISONERS.

GERMANY BREAKS FAITH WITH THE VATICAN.

LONDON, May 20th.

Correspondence has been published by the Foreign Office relating to the proposed exchange of incapacitated civilian prisoners.

Sir Henry Howard (who, we believe, has been on a mission to the Vatican) concludes a telegram to Sir Edward Grey, dated the 3rd inst. by saying that he regrets to learn that Germany has broken faith with the Vatican by refusing to carry out the agreement for the release of incapacitated civilian prisoners to which Germany assented on February 26th.

THE CONSCRIPTION QUESTION.

LONDON, May 20th.

In the House of Commons yesterday, on a motion for the adjournment of the House, a number of Ministers urged the abandonment of the voluntary principle for the Army and Navy.

Mr. Tennant, replying, asked the House to remember what such a change would mean, but he did not deny that the time might arrive when such a policy would be desirable.

AGE OF KITCHENER'S ARMY.

LONDON, May 19th.

The age for Kitchener's Army has been raised to forty.

[THROUGH REUTER'S AGENCY.]

MEMORABLE GUILDHALL MEETING.

AN UNITED EMPIRE.

LONDON, May 19th.

There were most enthusiastic scenes at the Imperial and patriotic meeting held at the Guildhall to thank the Dominions, India and the Protectorates for their unparalleled services in the war.

There was a brilliant gathering on the platform, which included a number of Indian Princes, members of the Cabinet, High Commissioners of the Colonies and a number of prominent personages.

The Lord Mayor presided.

Mr. Asquith, the Prime Minister, paid an eloquent tribute to the sons and daughters of the Overseas Dominions whose record had been so magnificent that any Empire, he said, might take the highest pride in it (Cheers). Their generosity, devotion and willingness to endure hardship and face death was due to no consideration of self-interest. We were now gathering in the hour of trial the fruits of a wise and far-sighted imperial policy. (Cheers.) There was no part of the Empire which would not suffer annihilation rather than become subject to any other sovereignty. (Great cheering).

The Premier lengthily detailed the gifts of the Indian Princes and people, and mentioned that India had put into the field 28 regiments of cavalry and 124 regiments of infantry, and when they looked to the actual achievements of the forces of India, which had been so spontaneously despatched and so magnificently equipped, then the battlefields of France and Flanders bore an undying tribute to their bravery. (Loud cheers).

Mr. Bonar Law, who delivered a glowing eulogy on the Dominions and their work, said he did not think it was fully realised all that the Indian soldiers had done. He believed that as a nation we had more reason to be proud of the spontaneous enthusiasm of the Indian Princes and people on behalf of their King-Emperor and Empire than we had to be proud of the conquest of India.

Lord Crew said he desired to express the conviction that the recognition, by that meeting, of the answer which India had given to Germany would thrill the whole Empire. That answer had also been given by the Indian army, by the Princes of India at Rome who themselves had drawn the sword—(prolonged cheering)—and also by others who had given with both hands. It was the answer of the whole people of India, the millions of India who had lavished their labours, gifts and prayers on behalf of the cause of which their beloved King-Emperor was the centre and symbol.

TRIAL OF GERMAN SPY.

LONDON, May 20th.

The trial has opened at the Old Bailey of a German named Kuiperle, on eight charges of communicating Naval and Military information to the enemy.

WAR AND RACING.

LONDON, May 20th.

The *Daily Chronicle* announces that as a result of a conference with Mr. Asquith, the Premier, the Jockey Club has decided that three-fourths of the race meetings arranged for this season will be cancelled.

LATER.

The Government has requested the Jockey Club to suspend all races after the present week, except the Newmarket meeting.

STOCK EXCHANGE AND INDIAN LOAN.

LONDON, May 20th.

The feature on the Stock Exchange has been the renewed demand for recent flotations, consequent on the reported restrictions upon further issues of the East Indian Loan. Fully-paid shares rose to 98 5/8.

THE KING AT TYNESIDE.

LONDON, May 20th.

His Majesty the King inspected the Tyneside yards yesterday.

[THROUGH REUTER'S AGENCY.]

ITALY ON THE BRINK OF WAR.

PREPARING FOR THE EVENT.

WASHINGTON, May 20th.

Italy and Austria have asked America to take charge of their interests in Vienna and Rome respectively in the event of a rupture. America has consented.

LONDON, May 20th.

The *Technische Zeitung* states that the Austrian and German Consuls and their staffs have left Rome.

ROME, May 19th.

Newspapers announce that the Government will ask the Chamber on Thursday to give them full and immediate power. The papers express the belief that the departure of Prince von Bulow and Count Macchie is imminent.

The King received in private audience M. de Giers, who presented his credentials.

TRADING WITH THE ENEMY IN CHINA.

IMPORTANT ANNOUNCEMENT BY SIR EDWARD GREY.

LONDON, May 20th.

Sir Edward Grey, replying to Sir William Bull, said the Government was considering the total stoppage of trading with the enemy in China. Action is to be taken as soon as the Government is assured that similar action will be taken by Japan.

COMMONS ADJOURNED.

LONDON, May 19th.

The House of Commons has been adjourned until June 6th.

[NAVY SERVICE.]

THE PORTUGUESE REVOLT.

PARIS, May 18th.

Senator Freitas, who shot and seriously wounded the Premier, Senhor Chagas, was killed by the police.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TERRIFIC FIGHTING.

BOMBARDING PRZEMYSL.

PETROGRAD, May 20th.

An official communiqué states: The battle on the left of the Upper Yser, and on the whole of the Galician front has attained terrific intensity. On Monday strong enemy forces in the Opoczno region, who were hard pressed, fled behind Iwaniska and were vigorously pursued.

The enemy in the Jaroslav and Lezakhov region succeeded in establishing himself on the right bank of the San. We hold both sides of the river south of Jaroslav.

The bombardment of Przemyśl continues. We repelled violent attacks between the Przemyśl marshes and Dnieper, where the enemy was striving for success at all costs.

We dislodged the Germans from the trenches which they captured on Sunday. The enemy in the region of Delatyn and Kolomea are exhausted, and we are advancing here constantly, capturing prisoners and booty.

WORKING TOGETHER.

PETROGRAD, May 20th.

A communiqué says:—The French and British offensive assisted the Russians to achieve their success at Chavli, and enabled them to inflict severe losses on the enemy.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

WEATHER SUSPENDS OPERATIONS.

PARIS, May 19th.

A communiqué states: The bad weather continues, and there is nothing to report except some artillery firing. Two German attacks eastward of the Yser were defeated by our fire.

PARIS, May 20th.

The evening communiqué states: The weather is still bad, and the fog is most dense. There has been no action anywhere. An attempted German night attack at Bois-le-Prete was immediately checked.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

HEAVY FIGHTING AT DARDANELLES.

VIVID DESCRIPTION BY A CORRESPONDENT.

LONDON, May 20th.

A correspondent at the Dardanelles states that on the 10th instant the reinforced Allies' troops resumed the offensive, which had been suspended since April 28th, with the object of capturing the western and eastern arms of the Akibaba mountain. The British Left rested at the Gulf of Saros, and the French Right at Dardanelles. The British first line consisted of four Brigades of Regulars and a Naval Division, and behind were the Indians and Australians, with a newly-arrived Territorial Division in reserve. The first day's fighting was almost entirely confined to the Right Wing, where the French advanced over a mile. The British Left advanced on the morning of the 7th and captured a number of trenches in the face of a terrible fire. The general advance of the French, who were supported by the British Naval Division, was resumed in the afternoon, and they gained considerable ground.

The British were quiet till five in the afternoon, when the infantry at the Left and Centre progressed steadily, capturing patches of scrub and occupying ravines. At 6.10 the British extreme Left made an enveloping movement towards a hill behind Krithia. They were met with a tremendous shrapnel fire, whole companies disappearing in clouds of earth and sand, but they never hesitated and progressed till darkness checked the advance.

The battle was resumed at 8.5 with greater violence. The troops were determined on victory, and the fighting developed into ferocious local combats for ravines, trenches and hills. The whole line gradually progressed till it was possible to storm Krithia.

There was a lull in the afternoon till 5.15, when guns aloft and aboys opened, a stupendous bombardment which officers from France declared to be unprecedented. Fifteen-inch lyddite seemed to consume the hills with clouds of smoke and fumes, and the whole country seemed to be afire and was covered with a solid bank of yellow, green and white smoke from which volcanoes erupted as shells burst on the higher ridges. After a quarter of an hour the guns simultaneously ceased and then the infantry leaped forward for the assault on Krithia, with the sun glittering on their bayonets. The enemy were ready and poured out a storm of fire, but the New Zealanders, Australians, British, and French never hesitated. There was a succession of desperate bayonet charges, and several trenches were taken, but darkness ended the combat with Akibaba still uncapitulated.

PROGRESS IN GALLIPOLI.

LONDON, May 19th.

The Press Bureau has issued a statement on the operations in the Gallipoli Peninsula.

General Cox's Brigade repulsed with heavy losses an attack on the 12th inst. A double company of Gurkhas on the 13th advanced over half a mile of ground and consolidated the position during the night despite the strongest counter-attacks. The Lancashire Territorial Division, on the 16th, made considerable progress at night and further advanced the following night.

Our howitzers on the 17th, aided by aeroplanes, blew up the ammunition waggons of the Turkish heavy howitzers and directly hit a Turkish gun in front of the Australian Corps. They also demolished the enemy's trenches and a gun emplacement.

Every day sees aid improvement of the Anglo-French position. The enemy is reported to have lost very heavily.

LORD KITCHENER ON THE PROGRESS.

LONDON, May 20th.

In his speech in the House of Lords, reviewing the situation, Lord Kitchener said that the Indians had shown their value and bravery in routing the Turks in Mesopotamia.

Progress in the Dardanelles was necessarily slow, as the country was most difficult, but the Turks, who were being constantly reinforced, were being gradually driven back from positions of great strength.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TWO BRITISH STEAMERS SUNK BY SUBMARINES.

LONDON, May 19th.

The British steamer *Dunfermline* has been torpedoed in the Irish Sea. Two of the crew were drowned.

LATER.

A German submarine torpedoed the British steamer *Drumcree* off Cornwall. She was, but little injured and was taken in tow by a Norwegian steamer. The submarine, however, returned and sank the *Drumcree*, the Norwegian steamer escaping, but she returned and saved the British crew.

The above is significant in view of the announcement in New York, "from an authoritative German source," that the submarine campaign has been suspended until Germany replies to President Wilson's Note.

HEROISM IN THE AIR. LEGION OF HONOUR FOR DARING PILOT.

WONDERFUL BRAVERY.

A remarkable instance of stoical heroism on the part of a French aviator is related by the *Petit Journal's* correspondent with the Northern Army. The pilot, whose father was killed in one of the first engagements of the war, was ordered to go with a sergeant to bombard a corner of the Belgian coast, where the Germans were showing unusual activity. They had to pass over the region where Lieutenant Garros, the famous aviator, by destroying two Aviatiks within a fortnight, had exasperated the Germans to the length of putting into position a hundred anti-aircraft guns.

The Frenchman dropped bombs, and then turned homeward, rising to 8,000 ft. to avoid the storm of shot and shell raging around them. Suddenly a shell smashed the axle of the front wheels and came through the window of the car, cutting off the pilot's foot as clean as a whistle, and went out, making a great hole in the side of the car. The wind caused by the projectile rocked the aeroplane, and it began to plunge violently. The compass was shaken out and hurled downward on the hands of the cheering Germans below. The pilot, summoning all his energies, regained control of the machine, and kept paying no heed to the hail of shrapnel. They had fifteen miles to go before safety could be reached. The sergeant thought that all was up with them, and asked, "Shall I take the helm?" The pilot answered, "No! No! Leave me alone. Do you! Trust me. We'll get back to France all right."

RETURN TO CAMP. The aeroplane then swayed about, and something seemed wrong with the steering gear. The pilot bent down and brought up his severed foot, which had jammed the steering controls. "Here, take this!" he said, "I shan't need it any more."

Then, gritting his teeth and stiffening his weakening muscles, he clung to the levers and at last got to the camp. The pilot landed the machine cleverly on the uninjured back wheels, and crawled out unaided through the hole made by the German shell. Only when he reached Zuydcoote did he faint. The daring pilot is to have the Legion of Honour and the sergeant the Médaille Militaire for their bravery.—*Reuter*.

EXPLOSIVE BULLETS.

PROOF THAT THE AUSTRIANS USED THEM.

The following official statement has been issued at Petrograd:—Documents found at Przemyśl throw a light upon the question of the use of explosive bullets by our enemies.

On January 25 General Selivanoff informed the Commander of the fortress that in view of the frequent cases of the use of these bullets by the troops of Przemyśl, contrary to International agreements signed by the Austrian Government, the Grand Duke had ordered all Austrians found with these bullets, to be shot.

General Kusmanek gave an evasive reply and said that two Russian prisoners would be put to death for each Austrian shot. Nevertheless, after our firm declaration, the firing of explosive bullets ceased. We found the solution to this puzzle in a secret order of the day captured at Przemyśl.

It is dated February 8, that is to say, a day after our declaration, and gives orders for all explosive bullets to be sent at once to the artillery depots and not to be given out again except on the express order of the General Staff of the fortress. We did not succeed, however, in triumphing over the cruelty of the enemy, who, on April 16, on a front of forty versts along the Nida and Pilica, fired exclusively with explosive bullets.

The body of a Chinese schoolboy, named Chong Kau, has been taken to the mortuary. The lad was bathing in a pond at the junction of Jordan Road and Nathan Road, Kowloon, when he was drowned. The body of a female Chinese child has also been taken to the mortuary. The child was playing on her mother's boat at Shaau-wan when she fell overboard and was drowned.

WAR NEWS
V.C. AND D.S.O.

On a correspondent some time ago wrote pointing out that a Renter's telegram was inaccurate when it said that Lieutenant Cyril Martin, of the 20th Company, Royal Engineers, is believed to be the only officer who has won both the Victoria Cross and the Distinguished Service Order, we suggested that what was probably meant was that Lieutenant Martin was the first to receive the two decorations in the present war. That view is borne out by the fuller information received by mail.

A son of the Rev. John Martin, Principal of the Church Missionary Society College, Fochow, he was born in China twenty-four years ago. Following the retreat from Mons, Lieutenant Martin, with a platoon of Engineers, captured and held a German trench. He was shot through the shoulder and bayoneted through the hand, but stuck grimly to his task until relief came. For this brave deed he was awarded the Distinguished Service Order.

He was invalided home, and only returned to the front a few days before the affair at Spanbroek Molen, in which he won the V.C.

ADDRESSES WANTED.

THE VOLUNTEERS FROM THE FAR EAST.

Mrs. E. Graham Murray, of 10, Clivedon-place, Eaton-square, London, has asked the *Field* and *Mail* to help her in tracing the whereabouts of a number of men before they go to the front.

Letters have reached the head recruiting office addressed to volunteers who have come to enlist from Hongkong or the Straits Settlements. Their names are given below, and if any one knowing their whereabouts will inform Mrs. Graham Murray she will see to it that letters are forwarded to them.

H. Smart, K. E. M. Gardiner, Graham Denny, M. Lewis, P. S. Richards, E. Hunt, C. Webb, J. T. Naylor, of the Malayan Contingent.

H. Poole, E. Stolz, R. M. Powell, from Sumatra.

Stanton Johnson, Patrick Kenny, from Borneo.

E. A. McIlroy, Private Jones, G. F. Benson—Straits Settlements.

Frank Soares, G. Jorge, C. Millin, G. J. Chatham, H. Forster, Herbert Bevan, A. St. Symonds—the Hongkong Contingent.

R. Grollet—Singapore.

SOLDIERS IN SPECTACLES.

All soldiers whose eyesight is imperfect are to be provided with spectacles free. The War Office has approved the issue of steel spectacles (both convex and concave) at the public expense during the war to all soldiers whose eyesight is defective, and whose vision and efficiency will, in the opinion of medical officers, be thereby improved. A regular soldier with spectacles is a rare sight in England, though it is common in Germany. Many British Territorial soldiers, however, and they do not find that their glasses hinder their work. The present eyesight test for army recruits is severe enough to bar men suffering from anything more than slight defects. Many men, however, who usually wear glasses, put them in their pockets when they went to the recruiting office, and found that they could pass the test. Men like these, who have probably kept their spectacles concealed since, will now be able to wear them in the ranks. Many other soldiers who imagine their eyesight to be perfect may find, at the examination by a doctor, that spectacles would help them. One drawback is that a man used to spectacles would be lost if they were blown away or damaged at the front. The German authorities have ordered that each spectacle soldier shall have a pair of glasses in reserve. The same precaution will no doubt be taken by the War Office.

A CONTRAST IN CENSORS.

In France they have their Censor, an active official, whose bureau is the target for French wit. They call him "Anastasia"; and when the festival occurred some days ago of Sainte Anastasia, a blonde virgin martyred under Nero, he found himself overwhelmed with flowers, bunches of violets, visiting cards, and birthday messages. A mock deputa-tion of journalists subsequently explained that these were the tribute of a grateful Press. Now this pleasing anecdote has a moral. We, too, have a Censor, and in some aspects he is not nearly so exasperating as Sister Anastasia across the Channel. For Anastasia wipes out paragraphs and comments and articles in the soberest French newspapers without the slightest scruple, and does it often so late in the day that the newspapers have to come out next day with blank spaces. A few weeks ago our grave and reverend contemporary *Le Temps* appeared with nothing remaining of its leader except the title, "Les Deux Alternatives." The Censor had left it only one. Why is it, then, that the French journalists and the French public are able to regard this with a kind of humorous toleration, while the antics of our Censor rouse us to fury? The reason is this: The French public are sure of themselves and of their leaders. They know that the whole energies of the country are being bent to the war, and that nothing which could aid or induce them to take a more energetic part in it is being withheld. It is not so in England. We feel that the Government and the Censor both misunderstand the temper of the country, and that both by what it tells and what it conceals the Censor's office is going the wrong way to work to get the best out of the nation.—*Daily Graphic*.

GERMAN ACTIVITY AFLOAT.
ADDITIONS TO NAVAL STRENGTH.

Writing on April 16th *The Times* Naval correspondent said:—

The reports of movements on the part of the German High Sea Fleet, of cruiser squadrons off the coast of Holland, which have been received recently, should not be passed over lightly. There are circumstances which lend support to the idea of increased activity in these forces. For one thing, it would be strange if the appointment of the new Commander-in-Chief were not followed by signs of renewed briskness and energy—in fact, a general brushing up of the machine. It must also be remembered that it is in this month that the Fleet receives some considerable additions to its strength. It is probable that the *Derfflinger*, *Seydlitz*, and *Von der Tann* are now restored to the Fleet; indeed, it is stated that they have been to sea again. Apart from this restoration, the vessels which were in various stages of completion at the beginning of the war should now be finished and passed into commission. These units form an appreciable accession of strength. Movements of the German Navy are never purposeless. They must not be regarded with complacency, but considered in connection with the general situation on land. As I have said before, in the use of the German Navy strategic considerations may be over-ruled by military exigencies.

When the war began the German Fleet in battleship strength consisted of 33 units, excluding the small coast defence vessels of the *Ragen* type, and there must now have been added to it four more ships. Three of these belonged to the 1911 programme, the *König*, *Grosser Kurfürst*, and *Markgraf*. They were all launched before the summer of 1913, and even without allowing for any acceleration they will all be by this time have hoisted the pennant. The fourth new ship is the *Kronprinz*, of the 1912 programme, which has been in the water more than a year, and must now be ready for active service, even if she has not actually joined the Fleet. Thus the Dreadnought strength of the force under Admiral von Pohl is almost certainly 17 battleships. Nor is there any reason to suppose that the *Lützow* has not now been added to the four battle-cruisers already completed, thus giving a total Dreadnought force of 22 vessels. The only doubtful unit is the ex-Greek *Salamis*, which had been on the stocks for about a year when war broke out, but whose guns had not been delivered from America.

It is in light cruisers that the German Fleet has suffered most during the war, but in this class of vessel the shipbuilding resources should be sufficient, if the guns have been available, to replace wastage. Ten light cruisers have gone, but in the most favourable circumstances it should have been possible to complete the six new vessels in hand when hostilities began, and four more as well. The High Sea Fleet would be handicapped if deprived of the services of such vessels, whether as scouts or flotilla leaders. So far as torpedo craft are concerned, the force of destroyers should have more than made up its losses, while in regard to submarines, as was lately pointed out, there must have been an augmentation of strength both in numbers and in the individual effectiveness of the units. Moreover, that one object of the blockade is to train and give experience to the crews of under-water craft is natural, especially in view of the accession which the Fleet will receive in this direction shortly.

Admiral von Pohl, therefore, will have found that the forces under his command, after eight and a half months of war, stronger than that which his predecessor commanded. His most pressing need must have been to give it exercise and practice, although the area in which this could take place was limited.

VISIT TO KRUPP'S.

"CODDLING" THE WORKERS.

A visit to the Krupp steel works at Essen in war time is described by Mr. Gustav C. Roeder in the *New York World*. Mr. Roeder is the American journalist who was received by Herr Ballin because, as the idle master of the German Merchant Marine remarked, "we welcome your mission and because we know precisely whom you have seen and where you have been." Mr. Roeder mentions as an instance of the extraordinary precautions against intruders into Essen that any hotel-keeper who fails to forward to the police a full description of any strange visitor within 20 minutes of his arrival is deprived of his licence. After Mr. Roeder, by means of his introductions, had passed innumerable sentries and private detectives, he was led into a room furnished with pillars decorated with mirrors, by the aid of which his every movement was watched while his hosts telephoned to Berlin for confirmation of his credentials. He was then led through part of the works and shown a "number of monster 42-centimetre guns which were being loaded on specially constructed and most powerful steel flat cars." Later in his account he speaks of "two 42-centimetre guns sent back from Antwerp in order to be minutely examined before being called upon to render additional service at the front."

The greater part of Mr. Roeder's narrative is occupied by a description of the elaborate measures adopted by Krupp's for the comfort of the workers, who are coddled in every way in order that they may labour continuously. They have no need for bread cards, for as much bread is being supplied them as they demand. They are served every day with an excellent luncheon, and receive wages from 15 to 20 per cent. higher than before the war. "Before the war," explained Mr. Ernest Jordan to the correspondent, "we had about 35,000 men working here. Then a number of our employees joined the colours. Our expert gunmakers have all been ordered back from the front to our plant. We feel they can serve their country better here. We now have 46,000 men working here day and night by shifts."

NEUVE CHAPELLE.
POINTS IN SIR JOHN FRENCH'S DESPATCH.

[BY COL. F. N. MAUDE, C.B.]

Sir John French's despatch is as measured and reasonable in tone as all his communications have hitherto been; it affords but little ground for the many sensational rumours that have been flying about. I do not think these rumours would have been restrained by earlier or fuller publicity; on the contrary, if the correspondents had been let loose on the field at the beginning, they would probably have been very much more profuse in their revelations.

The trouble is that the emotional type of mind which makes for the most vivid writing, and excels in word painting, is generally wanting in the judicial faculty necessary to enable its possessor to obtain a complete grasp of all the countless minor episodes of an engagement, in which many thousands are concerned; consequently it generally fails to harmonise a picture of the battle or incident it is describing.

Even amongst professional soldiers of far higher rank than the average correspondent could ever hope to attain, it very often happens that certain mental traits grip the whole, which is so essential, and one or a part—only one particular episode of the fight immediately under their eyes. Bazaine, at Gravelotte, for instance, and Buller, at Colenso; besides, it is not easy to reconcile the many conflicting claims put forward without hurting some one man's amour-propre. Such things as that will always happen: mistakes are inevitable in war, and are doubly so when it is waged under the local and special conditions in the present theatre of operations.

Telephone wires are always liable to be cut by a chance sniper or bullet; orderlies and messengers are shot down or lose their direction, with quite incalculable possibilities of consequent disorder; therefore the only rational attitude for friends at home to adopt under these circumstances is to concentrate on the broad general results obtained, and on the heroism of the men who have achieved them, remembering that generally the more the mistakes made, the more credit accrues to those who instantaneously rectified them and carried on, in spite of the confusion and losses thus entailed.

Nothing lames the initiative of our leaders of all ranks more than public vindictiveness against the man who fails. There is no possession so priceless to an army as the will and resolution to attempt even the impossible, that is, to court failure. It is for the losses we have suffered, that in some cases the stillingness could not exactly identify the points where their support was momentarily most needed.

This, indeed, was quite inevitable, for it is the very essence of a skillful war defence to select such places for entanglements as can be screened from observation; but such instances do not justify broadspear calumnies against the leaders; nor do they lessen the fact that as a net result of the whole day's fighting we had achieved a very sufficient result. We killed, wounded, and demoralised our enemy to an extent that was probably four times greater than that of our own losses, and whereas it is a certainty that the spirits of our troops were enormously raised by the forward movement after a prolonged period of inaction, those of the Germans were correspondingly depressed by their failure to hold a line which they had come to believe was invulnerable.

As for the losses we have suffered, they are quite insignificant in comparison to the magnitude of the present operations, and the number of men behind us waiting only for ammunition to take the field; and the most certain way to diminish the confidence of our Allies in the value of our support, and our determination to endure, is to indulge in orgies of scare headlines and doleful leaders deploring the loss of life.

CAUSES OF DELAY. The French, it should be remembered, have suffered far more severely again and again, without one whine of complaint, and though the French Army chiefs are not in the least likely to lower their appreciation of the high quality of the support we are always ready to afford them because of emotional correspondents and editors, the French public are not in the position to form the same unbiased opinion.

As for the encouragement this style of criticism gives to our enemies, a glance at the extracts from their papers, which now are a daily feature in the columns of the English Press, is quite enough to convince one of the grave harm that is being done in stiffening the resolution of those who are not in the fighting line, because it contrasts in the most striking manner with the silence they themselves maintain on the same subject among themselves.

There is one other point I should like to bring out in the detail of the despatch. It is clear that there was considerable delay in getting certain of the reserve brigades to their appointed positions; and this emphasises one of the points I have been endeavouring to drive home again and again in my previous articles. Quite apart from the delay necessarily arising from soaking fields and swamps, characteristic of so much of the country in which we have been fighting, comes the appalling disintegrating of the soil due to the modern heavy bombardments.

Fields pitted all over with howitzer shell craters—anything from four to sixteen feet in diameter, and three to six feet deep, are not level waste grounds, and none of us have as yet sufficient experience to know how much time to allow for foraging and moving large bodies of men into their required positions over such ground.

Presently we shall learn by experience; now it is unfair to reflect on the skill of the leader as because unforeseen difficulties suddenly interfere with punctuality of movements of troops.—*Evening Standard*.

NAVAL LOSSES.

WHAT THE WAR HAS COST IN OFFICERS AND MEN.

In the written answers to questions in Parliament, issued on April 23rd, Mr. Asquith states that the numbers of officers and men of the Royal Navy, Marines, Royal Naval Reserve, and Royal Naval Volunteer Reserve, killed, wounded and missing from the commencement of the war to March 21st last, are as follows:—Officers: Killed, 332; wounded, 61; missing, 7; interned, 41; prisoners, 11; total, 452. Men: Killed, 4,981 (including 37 merchant ratings lost in H.M.S. *Baginbun*); wounded, 610 (including 3 interned and 50 prisoners); missing, 72; interned, 1,524 (exclusive of wounded); prisoners, 921 (exclusive of 60 wounded); total, 8,141.

SHIPPING IN PORT.

STAMMERS.

ARAGOSAN MARU, Japanese str., 2,583, K. Kawamura, 14th May—Mitsui Bussan Kaisha. CHENGTU, British str., 1,228, Speed, 15th May—Bangkok 6th May, Rice.—Butterfield & Swire. CHITUNG, British str., 1,190, Walker, 15th May—Hongkong 12th May, Coal.—Jardine, Matheson & Co. CHITUNG, Chinese str., 477, Ross, 4th May—Shanghai 30th April, General.—Chinchee. CHOYANG, British str., 1,424, S. Holmwood, 18th May—Shanghai 14th May, General.—Jardine, Matheson & Co. DAIHAI MARU, Japanese str., 890, Murakami, 15th May—Swatow 14th May, General.—Osaka Shosen Kaisha. DAIHAI MARU, Japanese str., 603, S. Tokunaga, 18th May—Haiphong 16th May, Rice.—Osaka Shosen Kaisha. DEHWENT, British str., 1,602, J. Jenkins, 16th May—Saigon 15th May, Rice and General.—Chinchee. DEMODOCUS, British str., 4,269, A. E. Dodd, 7th May—Singapore 2nd April, General.—Butterfield & Swire. EIDER, Norwegian str., 876, E. Fingalsen, 18th May—Newchwang 8th May, General.—Chinchee. FRITZT, Norwegian str., 801, Y. Kristensen, 17th May—Bangkok 9th May, Rice.—Chinchee. FUKU MARU, Japanese str., 3,057, H. Chisaki, 14th May—Moj, 6th May, Coal.—Mitsui Bussan Kaisha. HAICHING, British str., 1,267, W. C. Passmore, 16th May—Fochow 18th May, General.—Douglas LaPraik & Co. HALDIS, Norwegian str., 1,300, A. Sveon, 11th May—Seliman, Borneo, 6th May, General.—Java-China-Japan Lijn. HIRORAN MARU, Japanese str., 2,215, S. Fujisaki, 18th May—Moj, 6th May, Coal.—Mitsui Bussan Kaisha. HISANO, British str., 1,885, A. C. Kennedy, 8th May—Sandakan—3rd May, Timber.—Jardine, Matheson & Co. HOPSON, British str., 1,339, C. A. Robertson, 13th May—Bangkok 2nd May, Rice.—Jardine, Matheson & Co. HSIN CHANG, Chinese str., 1,248, Munro, 18th May—Tientsin 12th May, General.—Chinchee. KASHING, British str., 1,145, Byers, 16th May—Haiphong 10th May, Coal.—Butterfield & Swire. KOREA, American str., 3,631, A. W. Nelson, 17th May—San Francisco 17th May—Pacific Mail S.S. Co. KUTSANG, British str., 3,100, C. D. Bradley, 15th May—Singapore 9th May, General.—Jardine, Matheson & Co. LAERTES, British str., 1,340, A. Jenkins, 17th May—Saigon 13th May, Rice.—Chinchee. LOONGSANG, British str., 1,092, Leask, 18th May—Manila 16th May, General.—Jardine, Matheson & Co. LOKANG, British str., 979, D. W. Ritchie, 8th May—Haiphong 6th May, General.—Jardine, Matheson & Co. MOKMUTSING, British str., 3,185, F. Eccleston, 16th May—London 2nd February, General.—Jardine, Matheson & Co. SHIZUDOKA MARU, Japanese str., 4,072, M. Fozzwa, 17th May—Shanghai 14th May, General.—Nippon Yusen Kaisha. SINGAR, British str., 1,618, C. C. Williams, 17th May—Bangkok 8th May, General.—Butterfield & Swire. TAIHON, Chinese str., 1,200, Western, 17th May—Shanghai 13th May, General.—Chinchee. TONG LEE, Chinese str., 882, M. Honda, 15th May—Bangkok 7th May, General.—Chinchee. TUNGSHAN, British str., 2,287, G. W. Muir, 10th May—Chingwantao 6th May, Coal.—Dodwell & Co. TUNGSHING, British str., 1,173, L. Hussey, 18th May—Saigon 12th May, Rice.—Jardine, Matheson & Co. WAKAMATSU MARU, Japanese str., 2,778, I. Yamataka, 18th May—Wakamatsu 12th May, Coal.—Mitsui Bussan Kaisha. WIMBERDON, British str., 2,436, J. Cantell, 19th May—Chingwantao 12th May, Coal.—Dodwell & Co.

FORTHCOMING EVENTS.

TO-NIGHT.

9.15 p.m.—"The Quaints" at the Theatre Royal.

TO-MORROW.

Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

9.15 p.m.—"The Quaints" at the Theatre Royal.

Monday, 24th May—Whit Monday.

Empire Day—Public Holiday.

Tuesday, 25th May—Noon—Peak Tramways Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

Thursday, 27th May—12.30 p.m.—The "S" Ferry Co., Ltd., Ordinary Annual Meeting at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

Children of Far Cathay.

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME, which consists of 49 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENZI.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From Hongkong: Connecting with "SVETAT" 23rd May. From Colombo: 17th June. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING: From Hongkong: "SALAMIS" 25th June. FIRST CLASS ACCOMMODATION FOR PASSENGERS. RETURN WITH WIRELESS TELEGRAPHY. For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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"ELLERMAN" LINE.

JAPAN, CHINA AND STRAITS

TO

MARSEILLES, LONDON AND LIVERPOOL.

For

Steamer

Sails

MARSEILLES & LONDON ... "CITY OF NEWCASTLE" On 27th May.

MARSEILLES, LONDON & LIVERPOOL "NETHERBY HALL" On 16th June.

Subject to change without notice. For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 13th March, 1915.

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AND ENGINEERING CO. OF HONGKONG, LTD.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc. Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

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Telegraphic Address—"TAIKOO DOCK."

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	2nd half of May.	JAVA	29th May.
* TJIMANOEK	JAPAN	26th May.	JAVA	29th May.
TJILATJAP	JAVA	26th May.	SHANGHAI & JAPAN	1st half June.
TJIPANAS	JAVA	4th June.	JAPAN	1st half June.
* TJITAROEM	JAVA	16th June.	SHANGHAI	2nd half June.

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East: 16, DES VUEX ROAD, HONGKONG.

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TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

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Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Vol. 3, 3rd July, 1914.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE Capt. J. Gamm, R.N.	10 A.M. 25th May	Freight and Passage.
SHANGHAI	MALTA Capt. C. G. Smith, R.N.	About 3rd June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Next 5th June	See Special Advisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KARMALA Capt. H. G. Evans, R.N.	About 6th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

R. A. HEWETT,
Superintendent.

Hongkong, 21st May, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 23rd May, 11 A.M.
HAIPHONG	"KAIFONG"	On 24th May, 11 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 25th May, 4 P.M.
SHANGHAI	"ANHUI"	On 25th May, 4 P.M.
SHANGHAI	"LIANGHOU"	On 27th May, 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 1st June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUT" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAKING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck. Also "TAKING" and "TEAN." SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "YINGHOU," and the S.S. "KANHOU," "LIANGHOU," "KANGHOU" and "YINGHOU," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct, every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers "Did" Passengers in Shanghai, avoiding the inconvenience of transshipment at Wampoa. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 21st May, 1915.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light—Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. G. Passmore	FRIDAY, 21st May, at 1 P.M.
"HAINUM"	Capt. A. H. Strwari	TUESDAY, 25th May, at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 28th May, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th May, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SHANGHAI, KOBE and MOJI on 26th May.

WESTWARD

S.S. "DUNERA," 5,389 tons, Capt. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 20th May, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	...	On 28th May, 10 A.M.
ST ALBANS	...	On 22nd June, 10 A.M.
EMPIRE	...	On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 20th June.
NIPPON MARU	11,000—18 knots	TUESDAY, 22nd July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " " £96.10.
" " " " SAN FRANCISCO	£45.	" " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

For Full Particulars to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

Telephone 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

From	STEAMER	To SAIL
SHANGHAI, KOBE and YOKOHAMA	OHIO	On 31st May.
HOMEWARD		
MARSEILLES VIA PORTS	AMAZONE	On 29th May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
General Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

For VICTORIA AND TACOMA VIA MANILA, KEELUNG, NAGASAKI,

KOBE, YOKKAICHI AND YOKOHAMA.

Steamer "MEXICO MARU" ... N. Kobayashi ... MONDAY, 31st May, at 3 P.M.
These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer "SAIGON MARU" ... T. Yamaguchi ... FRIDAY, 28th May, at 7 A.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer "KAJO MARU" ... Y. Yamamoto ... SUNDAY, 23rd May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "ROSHU MARU" ... A. Kobayashi ... WEDNESDAY, 26th May, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer "DAIGI MARU" ... S. Tokunaga ... FRIDAY, 21st May, at 10 A.M.

"KEIJO MARU," ... IMAIZUMI ... WEDNESDAY, 26th MAY, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for 1st and 2nd Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Seon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER.

Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave MARSEILLES	Leave LONDON
YOKOHAMA	COLOMBO	about	about	MARSEILLES and LONDON	if calling	London
p.m.						
May 24	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 11
June 7	MALTA	June 14	June 18	EGYPT	July 13	July 25
June 21	SARDINIA	June 28	July 2	MEDINA	Aug. 1	Aug. 8
July 19	NUBIA	July 12	July 16	MONGOLIA	Aug. 15	Aug. 22
—	ORIENTAL	July 27	July 31	MALWA	Aug. 28	Sept. 4
—	MALTA	Aug. 9	Aug. 13	PERSEA	Sept. 11	Sept. 18
—	SARDINIA	Aug. 23	Aug. 27	MOBEA	Sept. 25	Oct. 2
—	NUBIA	Sept. 6	Sept. 10	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the rate of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£70.	£64.	£50.	£105.	£195.
MARSEILLES	£66.	£60.	£46.	£99.	£189.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES if calling	Leave LONDON
	about	about	about	about	about	about
NAGOYA	May 24	June 3	June 9	June 15	July 13	July 23
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £54 Single, £91 Return. 2nd Saloon £43 Single, £85 Return.

FARES TO MARSEILLES: 1st Saloon £50 Single, £86 Return. 2nd Saloon £40 Single, £76 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	FUSHIMI MARU Capt. Trizawa	35,000	THURSDAY, 3rd June, at Noon.
	HIRANO MARU Capt. H. Fraser	16,000	THURSDAY, 17th June, at Noon.
VICTORIA, H.O. and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Tozawa	12,500	THURSDAY, 27th May, at 4 P.M.
	AKI MARU Capt. Noma	12,500	TUESDAY, 15th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. K. Soyeda	13,500	TUESDAY, 15th June, at 4 P.M.
	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th July, at 4 P.M.
CALCUTTA via SINGAPORE PENANG and BANGKOK	KAWACHI MARU Capt. Kurozumi	12,500	SAURDAY, 29th May.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KANAGAWA MARU Capt. Migo	12,500	TUESDAY, 25th May.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Tenda	12,000	THURSDAY, 3rd June.
MOJI and KOBE	KIRIN MARU Capt. Sasaki	8,000	SATURDAY, 22nd May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	2,600	SUNDAY, 13th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	SUNDAY, 6th June, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
FUSHIMI MARU	25,000 Tons	Thurs., 3rd June
HIRANO	16,000	17th June
KATORI	20,000	1st July
KAMO	16,000	15th July

FOR AMERICA.

SHIDZUOKA	12,500	Thurs., 27th May
AKI MARU	12,500	Tues., 15th June
TAMPA	12,500	19th June
YOKOHAMA	12,500	Thurs., 8th July

For Further Information as to Freight, Sailing &c, apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 252 and 1241

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